

M. Gains
COURT MILLINER.
No. 12, ROBINSON RD.
KOWLOON.
FROM MONDAY next,
December 16th
A SPECIAL SHOW OF SEMI-
TRIMMED FELT, STRAW
AND TRAVELLING HATS.

The China Mail.

ESTABLISHED 1845

No. 13,943.

號六十月二十年七零百九千一英

HONGKONG, MONDAY, DECEMBER 16, 1907.

日二十月一十年未丁

PRICE, \$3.00 Per Month.

M. Gains
COURT MILLINER.
HOTEL MANSIONS
AND
12, ROBINSON ROAD
KOWLOON.
FOR
Hats, Toques & Bonnets.

Intimations.

THORNE'S
OLD VAT

PER CASE \$14.

SCOTCH WHISKY.

SOLE AGENTS IN
HONG KONG, CHINA & MANILLA.
A. S. WATSON & CO., LTD.
Hongkong, May 1, 1907. 783

NOTICE.

FRENCH LESSONS given by a Lady holding University Certificate; Fees Moderate. Apply **MAURICE RIBOT**, 2, Pedder's Hill, Hongkong, December 14, 1907. 1985

WANTED.

YOUNG LADY, age 20 to 30. Must be native of England. To teach Piano and English to French Family in French Colony. Liberal Treatment to suitable person. Apply to 'CHINA MAIL' Office, Hongkong, December 14, 1907. 1983

WANTED.

A ROOM, furnished or unfurnished, about the middle of December. Apply, giving terms and particulars, to 'CHINA MAIL' Office, Hongkong, November 27, 1907. 1858

SCOTCH MASONIC QUADRILLE ASSOCIATION.

THE THIRD DANCE OF THE SEASON will be held in the CITY HALL, on JANUARY 3, 1908. Invitation Cards are now available, and may be obtained from the undersigned. A Late Lunch will leave Ferry Wharf for Kowloon at 1.30 a.m. **JOHN J. BLAKE**, Hon. Secretary, Hongkong, December 12, 1907. 1972

NOTICE.

It is proposed to hold an **OLD OLIVIAN DINNER** about the middle of JANUARY next. All Old Olivians desirous of attending are requested to send in their names to the undersigned as soon as possible. **PHILIP W. GOLDRING**, 10, Queen's Road Central, Hongkong, December 12, 1907. 1967

MESSAGERIES MARITIMES.

HONGKONG AGENCY.

FROM this date this AGENCY will be conducted by **Mr. J. MILLET**, G. de CHAMPEAUX, Hongkong, December 2, 1907. 1909

NOTICE.

WE have, this day established ourselves under the name and style of **H. ORUZ & CO.** General Import and Export Merchants and Commission and Shipping Agents, at Nos. 15, 16 and 17, CONNAUGHT ROAD.

H. ORUZ & CO.
Hongkong, September 16, 1907. 1394

'THE WORLD'S NEWS'
(SAI KAI KUNG YIK PO.)

A LEADING CHINESE PAPER.

Wide Circulation in Hongkong and South China.

SUPERIOR MEDIUM FOR CHINESE ADVERTISING.

BLOCKS MADE, HALF TONING, AND PRINTING A SPECIALTY.

Orders Promptly attended to.

161, DES VOEUX ROAD CENTRAL, Hongkong, March 12, 1908. 202

THE CARLTON HOUSE HOTELS,
Nos. 8 & 10, Ice House Street.
REDUCED SUMMER RATES.

For Daily and Permanent Boarders.

AIRY ROOMS, CUISINE A SPECIALTY. COMFORTS OF RESIDENTS STUDIED.

FOR RATES, APPLY TO THE MANAGER.

NOTICE.

MESSRS MACDONALD & CO. have REMOVED their Offices to YORK BUILDINGS, 2nd Floor.

MACDONALD & CO.
Hongkong, December 10, 1907. 1351

WEST RIVER TRIPS FROM HONGKONG.

Round Trip 3 Days.

Comfortable Steamers—Delightful Climate.

THE most interesting and picturesque scenery in South China.

For further information, apply to **BUTTERFIELD & SWIRE**, Agents, West River British S.S. Co., Hongkong, December 10, 1907. 1708

Business Notices.

W. S. BAILEY & CO.

ENGINEERS & SHIPBUILDERS.

FOUNDERS & BOILERMAKERS.

RIVER STEAMERS, TUGS, MOTOR BOATS

HIGH-SPEED AND SHALLOW-DRAFT VESSELS A SPECIALTY.

ESTIMATES FOR ALL IRON AND STEEL WORK.

TELEPHONES: 187 and K. 21. CABLES: SEYBURN, Hongkong.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

s.s. HONAM, 2,333 tons, Captain H. D. Jones.
s.s. POWAN, 2,333 tons, Captain H. Irwin Black.
s.s. FATSHAN, 2,333 tons, Captain C. V. Lloyd.
s.s. KINSHAN, 1,995 tons, Captain B. Brund.
s.s. HEUNGSHAN, 1,995 tons, Captain R. D. Thomas.

Departures from Hongkong to Canton daily at 8 a.m. (Sunday Excepted), 10 p.m.

Departures from Canton to Hongkong daily at 8 a.m., 3 p.m. and 5 p.m. (Sunday excepted).

S.S. KINSHAN will use the Wharf near the Central Market, other steamers will use the Company's Wharf.

The S.S. POWAN will leave Hongkong every Monday, Wednesday and Friday, at 9 p.m. from Queen Street Wharf West, returning from Canton every Tuesday, Thursday and Saturday, at 5 a.m.

All payments must be made in Cash. Chits cannot be accepted.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED

Hongkong-Macao Line.

s.s. SUI-TAI, 1,551 tons, Captain W. A. Valentine.
s.s. SUI-TAI, 1,551 tons, Captain G. F. Morrison.

Departures from Hongkong to Macao on week days at 8 a.m. from Douglas Wharf and at 2 p.m. from the Company's Wharf. On Sundays Special Cheap Excursions, leaving Hongkong at 9 a.m. from Douglas Wharf and from Macao at 5 p.m.

The Company also runs a Steamer from Macao on Sunday Morning at 7.30 a.m. and from Hongkong at 1 p.m. from the Company's Wharf.

Departures from Macao to Hongkong on week days at 7.30 a.m. and 1 p.m.

JOINT SERVICE OF THE S.S., O. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE IND-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.

s.s. SAINAM, 588 tons, Captain S. Bell Smith.
s.s. NANNING, 560 tons, Captain A. McKimmon.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m. and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG CANTON & MACAO STEAMBOAT CO., LTD.
HONGKONG MANSIONS, (First Floor), opposite the Hongkong Hotel.
Or of BUTTERFIELD & SWIRE, Agents, CHINA NAVIGATION CO., LTD.

THE HONGKONG HOTEL.

UNRIVALED FOR COMFORT AND CUISINE.

THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY

MODERATE TERMS AND NO EXTRA.

A. F. DAVIES, Manager.

TIFFIN

SPECIALLY SERVED FOR BUSINESS MEN

AT THE

CONNAUGHT HOTEL

MONTHLY RATES.

Hongkong, September 2, 1907. 1431

THE FAMOUS 'MAB' RAZOR.

FOR ONE MONTH ONLY. In order that every shaver may possess one of the famous 'MAB' Razors, and appreciate the luxury of shaving with a perfect instrument, we have decided to sell ALL SIZES at the exceptional price of \$1 each. FOR ONE MONTH ONLY. To be obtained from **YEE SANG FAT**, 34, QUEEN'S ROAD CENTRAL, (Opposite General Post Office), Hongkong, December 3, 1907. 1917

THE CARLTON HOUSE HOTELS,

Nos. 8 & 10, Ice House Street.

REDUCED SUMMER RATES.

For Daily and Permanent Boarders.

AIRY ROOMS, CUISINE A SPECIALTY. COMFORTS OF RESIDENTS STUDIED.

FOR RATES, APPLY TO THE MANAGER.

CRUICKSHANK'S COUGH REMEDY.

A Valuable Remedy for Influenza, Colds, Bronchitis, Asthma, and all Diseases of the Chest and Lungs—Price \$1.00 per bottle.

ANISEED AND LICORICE COUGH BALSAM.

For the relief of Coughs, Colds, Hoarseness, and Soreness of the Chest—50 cts. and \$1.00.

MARTIN'S MIXTURE.

A specific for Influenza, Hay Fever, Cold in the Head—Price \$1.00.

VICTORIA DISPENSARY.

Business Notices.

THE PERFECT LUBRICANT.

Fleming's Patent Solidified Oil.

SAVES TIME AND MONEY.

Used throughout the World on nearly all the Steamers of the First-class Lines, to the entire satisfaction of Engineers and Owners.

THE MOST ECONOMICAL LUBRICANT KNOWN.

ABSOLUTELY PURE AND PERFECT IN EFFICIENCY.

GUARANTEED FREE FROM ACID AND WATER.

DOES NOT MELT (OR RUN) UNDER 212° FAHR.

A. B. FLEMING & CO., Ltd., Patentees & Manufacturers, CAROLINE PARK, EDINBURGH.

Sole Local Agents: **BRADLEY & CO.,** 3, Queen's Building, HONG KONG.

LANE, CRAWFORD & CO.

Christmas Specialities.

PLUM PUDDINGS. MINCEMEAT

XMAS CAKES.

CRYSTALLIZED FRUITS AND FLOWERS.

NEW SAVOURIES AND ENTREES

YORK HAMS.

WHOLE STILTONS AND STILTONS IN JARS.

ENGLISH AND FRENCH CONFECTIONERY

PULLED FIGS. MUSCATELS.

ORANGE AND LEMON FLUITS.

CHERRIES IN MARASCHINO, CREME DE MENTHE

AND BRANDY.

TABLE DECORATIONS.

CRACKERS. COSAQUES.

FILBERTS, ALMONDS, BARCELONAS.

TOYS and DOLLS.

USEFUL PRESENTS.

Ladies' & Gent's Dressing Cases.

ALL KINDS Electro-Plated Ware.

LANE, CRAWFORD & CO.

WILKS & JACK, LD.

ELECTRICAL, MECHANICAL AND GAS ENGINEER

SOLE AGENTS IN CHINA FOR

The Welsbach Incandescent Gas Light Co.

MANUFACTURERS & OWNERS in the UNITED KINGDOM of the WELSBACH INCANDESCENT GAS LIGHT SYSTEM.

A large stock of the latest and most improved Fittings and Burners on hand.

AUR' MANTLES, CHEAPEST AND MOST RELIABLE.

SHOW ROOMS & OFFICES:

14, Des Voeux Road Central, HONGKONG.

14, Robinson Road, Kowloon.

TELEPHONE 358 & 38 k.

Hongkong, September 3, 1907. 1431

ORIENTAL HOTEL

No. 2, Queen's Road Central.

Mrs. M. MATTHEW, Proprietress.

A THOROUGHLY FIRST-CLASS AND UP-TO-DATE HOTEL.

CUISINE under European Supervision. Grills at short notice. Private Bar and Billiard Rooms. Monthly Rates for 14/6 and 12/6.

Telephone Address 'COMFORT', HONGKONG.

For particulars, apply to **C. FRIEDRICH, Manager.**

Hongkong, September 24, 1907. 1560

PHOTOGRAPHS OF PROCESSION.

THESE ARE NOW ON SALE.

INSPECTION INVITED.

MBE CHEUNG,

108, DES VOEUX ROAD AND CORRIDOR, HONGKONG HOTEL.

Hongkong, 4th Dec. 1907. 1718

Business Notices.

GREEN ISLAND CEMENT CO., LD.

PORTLAND CEMENT

In Casks of 375 lbs, net, \$5.00 per Cask, ex Factory.

In Bags of 250 lbs, net, \$3.00 per Bag, ex Factory.

Shewan, Tomes & Co.,

GENERAL MANAGERS.

FAIRALL & CO.

7 and 9, Pedder Street.

TELEPHONE: No. 644.

ARE SHOWING NEW NOVELTIES

BALL GOODS

OF THE MOST ELEGANT DESCRIPTION.

Costumes, Coats, Furs, etc.

A GOOD ASSORTMENT OF ARTICLES SUITABLE

FOR CHRISTMAS PRESENTS.

THE SINCERE CO.

111, CONNAUGHT RD.—215, 217, 219 & 221, DES VOEUX RD., HONGKONG.

UNIVERSAL PROVIDERS.

TAILORS, HATTERS & MERCERS.

ENGLISH AND AMERICAN BOOTS AND SHOES,

Drapery, Silks, Watches, Clocks, Crockery, Ironmongery, Cigars, etc.

Cigarettes, Sewing Machines.

Our Prices are marked in plain figures.

Hongkong, September 28, 1907. 1665

IF YOU WANT A DECENT DRINK AND A GOOD SMOKE,

TRY

WATSON'S No. 10, \$15 Per Case

GERMINAL PERFECTOS in Boxes of 25, \$7.00 Per 100

GERMINAL DIVINOS " " 10, \$15.00 "

GERMINAL REINA VICTORIAS " 100, \$5.00 "

Less 5% discount for Cash by 10th prox.

Very Special Terms to Steamship Companies, Clubs, Messes, etc.

To be obtained from

R. F. HUME & Co.,

HOTEL MANSIONS, HONGKONG.

Telephone No. 381.

Hongkong, December 10, 1907. 1958

OLIVER

STANDARD

VISIBLE TYPEWRITER.

Clean, Simple, Quick, Durable.

HEAVY MANIFOLDER.

ROMBACH & CO.,

17A, QUEEN'S ROAD CENTRAL.

Sole Agents.

Hongkong, December 12, 1907. 1964

BREWER & Co., Limited.

PEDDER STREET—ADJOINING MAIN ENTRANCE HONGKONG HOTEL.

TELEPHONE No. 690.

CHRISTMAS VOLUMES IN GREAT VARIETY.

CHRISTMAS CARDS—GREAT VARIETY.

NEW STOCK

Tennis Rackets. Cricket Bats. Tennis Balls. Footballs.

Golf Balls.

Pocket Wallets. Letter Cases. Card Cases. Writing Cases.

Purses. Cigarette and Cigar Cases. B.B.B. Pipes. Cigarette

and Cigar Holders. Photo Frames. Bridge and Whist Sets.

Post Card Albums. Games of all kinds.

THE BLICK AND WELLINGTON TYPEWRITERS.

Caldbeck, Macgregor & Co.,

Wine and Spirit Merchants.

15, QUEEN'S ROAD CENTRAL.

Intimations.

G. FALCONER & Co.,
WATCH-MAKERS AND JEWELLERS.
HOTEL MANSIONS.

NEW SELECTIONS OF
DIAMOND JEWELLERY AND ENGLISH SILVER WARE,
HIGH-CLASS GOLD AND SILVER WATCHES.
LARGE SELECTION OF PRESENTATION PLATE, CUPS, BOWLS, ETC.
G. FALCONER & Co. ARE AGENTS FOR ROSS'S FAMOUS TELESCOPES AND
BINOCULARS, LORD KELVIN'S NATURAL INSTRUMENTS,
ADMIRALTY CHARTS AND BOOKS.

SOLE AGENTS FOR THE EMPIRE TYPEWRITER.

REGULAR HONGKONG-CANTON LINE OF STEAMERS
OF THE
COMPAGNIE FRANCAISE DES LINES ET DE L'EXTREME ORIENT

S.S. PAUL BEAU, 1900 tons, 14 knots.

S.S. CHARLES HARDOUN, 1900 tons, 14 knots.

Departure from Hongkong at 9.30 p.m. (Sundays excepted).

Departure from Canton at 6.15 p.m. (Sundays excepted).

The Company's Wharf is at the end of WING LOK STREET (Tram Station).
CANTON AGENTS: Messrs E. PASQUET & Co.
For further particulars, please apply to
HONGKONG, September 16, 1907.

BARRETO & Co., Agents.

REMINGTON
TYPEWRITERS

WITH ALL REQUISITES.

SIEMSEN & CO.,

SOLE AGENTS

Hongkong, March 2, 1906

JAPANESE BEER



YEBISU



SAPPORO



ASAHI

IDEAL AND WHOLESOME

Each Brand has obtained the highest AWARD at International Exhibitions.
The largest demand in the whole of Japan. Quality speaks for itself.

PRICE EXCEEDINGLY MODERATE.

Sold by CALDEBOK, MACGREGOR & CO., H. PRICE & CO., LD., A.
CHAZALON & CO., and all leading Chinese Wine Merchants.

THE MITSUI BUSSAN KAISHA, Sole Agents,
Hongkong, August 21, 1907.

TYPEWRITERS! TYPEWRITERS!!

Typewriters repaired, cleaned,
overhauled, and broken parts
duplicated under expert
supervision.

Old Machines Renovated. Terms Very Moderate.

SATISFACTION GUARANTEED.

BICYCLES

FOR SALE, REPAIR, EXCHANGE, AND HIRE.

THE DRAGON CYCLE CO.,

11, D'Aguiar Street,
Hongkong, February 16, 1907.

DINNEFORD'S

The Universal Remedy for Acidity of the
Stomach, Headache, Heartburn, Indigestion,
Bile, Eructations, Bilious Affections,
and all ailments arising from
Dyspepsia.

Safest and most
Effective Aperient
for
Regular Use.

DINNEFORD'S
MAGNESIA

USE ONLY & USE ALWAYS

ATKINSON'S

A LUXURIOUS PERFUME
IN HEALTH.

A NECESSARY
RESTORATIVE
IN SICKNESS.

EAU DE COLOGNE

WELLINGTON
KNIFE POLISH

BEST FOR CLEANING AND POLISHING
CUTLERY, SCISSORS, ETC.

KNIFE BOARDS

PREVENT FRICTION IN CLEANING
INJURY TO THE KNIVES

JOHN OAKLEY & SONS

BLACK LEAD MILLS LONDON

JOHN OAKLEY & SONS LIMITED, 22, WELLINGTON MILLS LONDON

Intimations.



MITSU BISHI GOSHI KWAISHA

(MITSU BISHI CO.)

COAL DEPARTMENT

MARU-UCHI, TOKIO.

CABLE ADDRESS: 'IWASAKI'

Which applies to all Branch Offices.

AL, A B C 5th Edition, Western Union
Codes used.

All Letters Addressed—

MANAGER, MITSU BISHI CO.,

with name of place under.

BRANCH OFFICES:—

NAGASAKI, MOI, KORE, KANBAYU,

SHANGHAI, HONGKONG AND HANKOW.

AGENCIES:—

YOKOHAMA: M. ASADA, Esq.

CHINKIANG: Messrs GEARING & Co

MANILA: Messrs MACDONALD & Co.

SOLE PROPRIETORS of Takasago,

Oshi, Shimon, Kanazawa and Kami-

Yamada Collieries and also Hojo Colliery,

which will shortly be ready to produce on a

large scale the best Buzen Coal.

The Head and Branch Offices and the

Agencies of the Company will receive any

order for Coals produced from the above

Collieries.

T. MATSUKI, Manager, Hongkong,

No. 2, PEDDER STREET.

Hongkong, April 25, 1906.



Before going out
drink a cup of

VAN

HOUTEN'S

COCOA

IT

WARMS, COMFORTS

AND CHEERS.

Best & Goes

Farthest.

PHYSICAL CULTURE.

LESSONS in BOXING, BALL FENCING,

Special lessons, etc., on application.

SCHOOL at 8, QUEEN'S ROAD CENTRAL.

Prof. B. BELLEVUE.

Hongkong, December 9, 1907.

1908

XMAS 1907 XMAS

Xmas and New Year's Cards

IN ALL VARIETIES.

Parisian Sweets and Chocolates.

Xmas Cakes, Mince Meat and

Assorted Cakes.

HAM AND BACON.

Champagnes, Wines & Spirits.

The Largest and Most Varied

Assortment of Goods.

Liberal Reduction to Hotels, Clubs, and

Charitable Institutions.

PATEL & CO.,

SHAMKIN, CANTON

A LONG TOW.

The Shanghai Tug and Lighter Co.'s
sea going tug Victoria arrived at Shang-
hai on Dec. 6 from Vladivostok with the
Norwegian steamer Norron in tow,
thus completing one of the longest tows
ever attempted in China coast waters.
The Norrona went ashore at Barracuda
harbour about ten miles below Vladivostok
about three and a half months
ago during a heavy blow, and received
some very severe damages, losing her
rudder, stern post, propeller smashed
and her engines so badly injured that they
were practically useless. The ship remained
ashore where she was stranded for fourteen
days, after which she was got afloat and
towed up to Vladivostok where she has
been for the past three months, accumulat-
ing a long growth of seaweed. In the
meantime, negotiations were in progress
for the towing of the vessel to Shanghai
and finally a little over two weeks ago the
Tug and Lighter Co. received orders to
bring the vessel to this port for the
necessary repairs.

The powerful tug Victoria was got
ready and with Captains Firth and Olin
she left here on her long journey on the
10th ultimo. During the trip North she
ran into some very rough weather and
snow storms. When the vessel arrived at
Vladivostok, she was covered with ice
from stem to stern. No time was lost
after arrival in getting the tow ready, and
when all the arrangements were complete,
the voyage was commenced, which con-
sidering the condition of the Norrona,
minus rudder and stern post, only one and
a quarter blades on her propeller and her
engines so badly damaged that they could
hardly be turned over, was no light task
for the Victoria. Fine weather was ex-
perienced until the vessels were off Fusan,
Korea, when a strong gale sprang up from
the north and became so bad that the
vessels had to put into Fusan for shelter,
arriving there at ten o'clock in the
night of the 20th ultimo in a roaring
gale. They remained there until 2 p.m.
on the 1st inst., when the voyage was
resumed. Everything went well until the
Saddles were sighted on the 4th inst.,
when thick weather came on and this
combined with the long growth of seaweed
on the Norrona greatly impeded their pro-
gress, and they did not arrive in port until
1.20 p.m. on Dec. 6, when the Norrona
was at once taken up river to the
Tunkadoo Dock where she will undergo a
complete overhaul and repairs. The round
trip of the Victoria was thus completed
in nineteen and a half days, and great
credit is due to the Victoria and Firth
for the successful manner in which they
accomplished their arduous task.

THE YARN MARKET.

Messrs Cawson Paltanjo and Co.
report under yesterday's date:—Our last
report was dated the 20th ultimo per a.s.
Devanah, since when a quiet but steady
business was being effected in the beginning
of the fortnight on the basis of late sales.
Subsequently owing to the unexpected
heavy decline in exchange, importers
withdrew stocks from the market by
asking higher prices with the result that
an advance of \$1 to \$2½ was established
in desirable favourite spinnings of which
a moderate quantity has changed hands.
At the close, holders are asking still
higher prices, but dealers now having
satisfied their requirements are not inclined
to increase their holdings or interest,
more especially in the absence of sufficient
orders from the country. Meanwhile the
market closes quiet but steady.

No. 65.—Trilling enquiry at quotations.
No. 82.—Continue neglected. No. 108.—
Medium threads have attracted most atten-
tion and show an advance of one dollar per
bale in price, the demand for superior
tickets having greatly subsided. No.
124.—Small sales on the basis of late
quotations. No. 164.—A few special
tickets have been dealt in at current rates
under country orders. No. 204.—Orders
from the country are not large, but still a
moderate business has been put through in
superior well-known spinnings at an
approximation of \$1 to \$2½ per bale.

Sales during the past fortnight comprise
of about 60 bales of No. 65; 1,745 bales
of No. 108; 510 bales of No. 124; 220
bales of No. 164; 1,890 bales of No. 204;
in all about 4,425 bales. Arrivals per
steamers Takasaki Maru, Kamang, Eran-
zo, Tetsu Maru, A. Apar and Delhi are
6,500 bales.

Shipment to Shanghai and Northern
Ports of about 3,000 bales. The un-
used stock is estimated at about 41,000 bales.
Local Mills.—No business is reported;
the mill is still working short time.

SOCIETY ST. VINCENT DE PAUL.

THE Committee of the 'AL FRESCO'

FETE held on the 10th inst. in the

Compound of the Roman Catholic Cathedral

beg to tender their heartfelt THANKS to

E.M. The Governor and Lady Leach and

the Ladies and Gentlemen who so kindly

contributed with their valuable assistance

towards the success of the Bazaar.

Their BEST THANKS are also due to

the Press to Captain and Officers of the

H.M.S. Bedford for their excellent band,

and the public in general for their very

liberal and highly appreciated patronage.

The Bazaar realized after paying all the

expenses about \$2400.

Hongkong, November 16, 1907.

1908

WASHING BOOKS.

(In English and Chinese).

WASHERMAN'S BOOKS, for the use

of Ladies and Gentlemen, can now

be had of this Office.—Price, 50 Cents.

China Mail Office, 8, Queen's Road

Central.

Intimations.

Don't Worry! Don't Worry!
Why Worry?
CONSULT

PHAROS.

The Mystic and Modern Astrologer

YES, WHY WORRY?

ABOUT your Business, Health, Pleasures, Friends Abroad, your Love Affairs and
Chances in Life. Yes, Why Worry? Consult PHAROS. He is able to advise
you, Console you and Warn you. His ambition in this life is to help those in trouble,
you must not be deceived with the run of Palmists who use their *Supposed Gifts* to make
money. PHAROS is independent of this. Willing and able to help all in trouble and
relieve their anxiety to the best of his ability and experience.

PHAROS HAS A MESSAGE TO YOU.
You are anxious to put your son to a business that he will prosper. Will your
daughter be happy in her married life? You are in love. Have I made a wise choice
in mate? Shall I take a partner into my business? Should I be wise in going abroad?
All these questions PHAROS can answer and advise by the aid of astrology. Why not
put this to the test? Send P.O. value 1/- and addressed, stamped
enveloped to—

PHAROS, Derr. 40, Union Street, Glasgow, Name and Title and Town or
County of Birth if possible; upon receipt of same PHAROS will send a written Test
Horoscope.
With the above PHAROS will send you Free a written Forecast of your
Future.
Hongkong, October 31, 1907.

PICTORIAL POSTCARDS.

100 ASSORTED Scotch, English & Irish Views, etc., for 1/6.

1000 " Animals, Lovers and Comic Cards for 15/-

English and Continental Artistic hand tinted real glossy Photographs 15/- per gross.

CHRISTMAS & NEW YEAR CARDS WELL ASSORTED PARCEL

100 Cards for 5/- Value 10/-, 2d., 3d., 4d. and 6d. each—

500 ASSORTED Cards for 20/-

1 Gross Jewelled Cards for 9/-

Foreign or Colonial Stamps not accepted. Kindly send Money Order.

BRITANIA POSTCARD CO.,

45, Union Street, Glasgow.

Hongkong, October 31, 1907.



It is from France only,
made with FRENCH BRANDY,
and the herbs cultivated in the gardens
and those indigenous to and grown on
the pastoral mountains of the estate of
LA GRANDE-CHARTREUSE
and used soon after being gathered,
that it is possible to obtain the liqueur
known all over the world as:
"CHARTREUSE"

Camping Out!!



Better not go at all, than
go without Lemco.

Sven Hedin in Tibet, Lord Roberts in Afghanistan, and Stanley in
"Darkest Africa," all testified to its great utility and value.
The original and only genuine Lemco Company's Extract of Beef.

M. MUMEYA,

JAPANESE ARTIST AND PHOTOGRAPHER.

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AND FINISHED IN GRAYON.

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Intimations.

THE HONGKONG PHILHARMONIC

SOCIETY.

CONCERT

will be given in the St. GEORGE'S HALL

on

WEDNESDAY, 18th DECEMBER,

at 9.15 p.m.

Harford-Lloyd's.....'HERO AND LEANDER'

(Soli, Chorus and Orchestra).

Mendelssohn's.....'CAVATONE BRILLIANT'

(Piano and Orchestra).

Coleridge Taylor's.....'VALSE DE LA REINE'

(Orchestra).

Soloists:—Mrs R. BRILLIUS, Rev. M. LONG-

HOOD, R.E., Mr DENHAM FULLER,

Chorus and

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Successes for the first time in Hongkong:
TO-NIGHT TO-NIGHT
MONDAY, Dec. 16th.

JOHN GLAYDE'S HONOUR

Alfred Suro's latest successful play from
the St. James Theatre, London.
By special arrangement with Mr. George
Alexander.

TUESDAY, Dec. 17th.

Mr. W. Jacob's beautiful comedy
"BEAUTY AND THE BARGE."The great Haymarket Theatre success.
By special arrangement with Mr. Cyril
Maude.

WEDNESDAY, Dec. 18th.

"THE EARL OF PAWTOCKET."
The present success of New York and
London, now coming to the Playhouse,
London. By special arrangement with Mr.
Cyril Maude.

THURSDAY, Dec. 19th.

Hall Gable's great play
"THE CHRISTIAN"Now crowding the Lyceum Theatre,
London, nightly.

FARWELL PERFORMANCE.

FRIDAY, Dec. 20th.

"THE MORALS OF MARCUS"

by W. J. Locke.

Founded on the celebrated novel
"THE MORALS OF MARCUS ORDREYNE,"
from the Garrick Theatre, London.

PRICES OF ADMISSION: 2s, 1s, 6d, 3d.

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P.O. Box 100.Doors open at 8.30 p.m. Commence at 9 p.m.
Hongkong, December 16, 1907.REMINISCENCES OF INTERPOL
CRICKET.

By J. A. E.

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BUILDINGS.

Hongkong, November 30, 1907.

MEMOS FOR TO-MORROW.

Amusements.

9 p.m.—Performance at City Hall.

General Memoranda.

WEDNESDAY, December 18—

3 p.m.—Auction of Leasehold Property,
at Messrs Hughes & Hough's Sales
Rooms.9.15 p.m.—Concert at St. George's Hall.
Goods per Dohi not cleared at 4 p.m.
on this date subject to rent.Goods per Nippon undelivered after this
date subject to rent.

THURSDAY, December 19—

2.30 p.m.—Auction of Household Furni-
ture, &c., at Mr Geo. P. Lammer's
Sales Room, 22, Queen's Road.

FRIDAY, December 20—

Goods per Mongolia undelivered after
noon on this date subject to rent.

SATURDAY, December 21—

9 p.m.—Performance at City Hall.
2.30 p.m.—Auction of Gold and Silver-
ware, &c., at Mr Geo. P. Lammer's
Sales Room.

The China Mail

HONGKONG, MONDAY, DECEMBER 16, 1907.

THE HARBOUR.

It is now fifteen months since the destructive typhoon of 18th September, 1906, woke us up to the absolute inadequacy of our present typhoon shelter. Not that we had not all recognized it before, but we are in the habit of forgetting such things when times go smooth to be unpleasantly reminded of them sooner or later by a disaster such as that of last year. Sir Matthew Nathan promised that the work of providing a new shelter should be immediately taken in hand, and we understand that the large waterworks' extension scheme at Tytan Tak is being held over for the present mainly to provide funds for this more pressing need, but so far as we can ascertain no actual work has yet been commenced and no contract advertised. We can quite understand that a large work such as the proposed one should be undertaken without complete surveys and adequate consideration; it is not enough merely to throw a heap of stones into the harbour, and we are quite prepared to admit that the more haste in commencement may mean the less speed in completion. We hope we are justified in assuming that this is the explanation of the apparent delay, and that work will shortly be commenced in such a manner as to ensure adequate protection being provided for the small craft at the earliest possible date. But there are other points in connection with the harbour which should not be lost sight of. It is not enough to have sufficient shelter from typhoons; we must also have adequate warning of their approach. We have the assurance of H. E. Sir Frederick Lugard that everything possible is being done at the Observatory to secure this, but the Observatory is powerless without sufficient observing stations. We have "worried through" the last typhoon season without the benefit of observations from the Gap Rock, and we are told that a new "shore end" is being obtained for that cable, which it is hoped, will ensure us against the constant complaint of late years that there is no communication with Gap Rock, a contingency which usually arises at the most critical time—in the middle of the typhoon season. But it must be remembered that the Gap Rock, though the cable was then intact, gave us no warning of the typhoon of the 18th September. The typhoon was of small diameter and came from the east, in which direction we have no observing station at any useful distance from the Colony. Would it not be money well spent to establish a lighthouse at Pedro Blanco, connected by cable or by wireless telegraphy with the Colony? The rock is about fifty miles out from Waglan and we believe the light would be appreciated by navigators and that an observing station there would be a great gain to our system of local typhoon warnings. But when all this is done, we have still another pressing problem to face in connection with our harbour and this is the question of depth. Mr J. F. Boulton in an able report made to the

government last year, showed that we have no reason to believe that any appreciable shoaling is going on in the harbour. This is comforting, but the discomforting fact is that the draft of modern steamers is being yearly increased. Sir William Matthews in his presidential address to the Institution of Civil Engineers in London, pointed out recently that the shipping frequenting the harbours of the East is ruled by the depth of the Suez Canal, but in two years' time the Suez Canal will be available for vessels of a draft of 30 feet. No such vessel could enter the harbour from the west; she must come through the Lyemum; and in that direction the channel is restricted in width by numerous shoals, the Rambler Shoal and Belcher Ridge off North Point leaving only very narrow passages for large vessels. It seems clear that in the near future some large dredging operations must be undertaken. We trust the Government will undertake them in-time and that the history of the typhoon shelter will not be repeated. That the large steamers found necessary in modern trade should avoid the port would be a serious blow to the prosperity of the Colony. We have great natural advantages, we have a harbour sheltered at all ordinary times without the necessity of spending millions sterling in breakwaters as at Colombo, we have a considerable area of water of ample depth for the ordinary coasting steamers, but we must not lose sight of the fact that the trend of modern naval architecture is a constant increase in the draft of steamers, and if we are to keep our place as one of the first ports in the world we must take early steps to provide accommodation for any vessels likely to trade in Eastern

One of the English cricketers now playing in Australia, who is credited with considerable powers as a batsman, tells a story about the performance of a confere in a county match a few years ago. His fellow-cricketer was at that time a crack left-arm bowler, and might have been still. On the particular occasion referred to his county had to go into the field on the last day of a match against a strong batting side. The player who tells the anecdote says that when he called for the left-hander in the morning he found that he had had a merry night, and appeared then to be really unfit to go into the field, to say nothing of leading off the bowling. He, however, persisted in going upon the ground, and was put on first. Almost immediately he clean bowled one of the best opposing batsmen—a well-known professional, who was considered to have had a chance of coming to Australia with the present team. Shortly afterwards he got an irresistible ball past a leading amateur, then bowled two other men. The quaint way in which he asked "How is that, umpire?" and possibly other circumstances, attracted the attention of his captain—a man well-known to Australians as a thoroughly good fellow. He went up to the bowler, and the following colloquy ensued:—"You are bowling well to-day." "Yes, sir." "Had a good sleep last night?" "Yes, sir." "And a good breakfast?" "Yes, sir." "Mind telling me what you had for breakfast?" "Radium, sir." The captain is never tired of telling this story of how he baited the left-hander and got such a naive reply.

LOCAL AND COAST NEWS.

It is probable that a Volunteer Ball will be held this season.
Invitations are out for the Police dance to be held in the City Hall on December 24.
The English Mail of the 16th November was delivered in London on the 14th inst.
Captain Riley of the s.s. Laertes reports strong monsoon and heavy rains on the way down from Amoy.
The Indo-China steamer Choy Sang which arrived from Shanghai this morning brought down a batch of China ponies for the forthcoming season.
A series of lectures to ladies on "First Aid" will be given by Dr. W. V. M. Koch, in St. Paul's College, on Fridays, at 5 p.m. The first lecture will be given on Friday, 20th December, 1907. An attendance fee of 2s will be charged for the purpose of defraying incidental expenses.

A SHIPPING DISPUTE.

A Series of Charters.

An action interesting to the shipping community was commenced in the Full Court this morning when the Lombard Steamship Company, Limited, appealed against the decision of the Chief Justice (His Lordship Sir Francis Pigott) in the action Carlowitz and Co. v. the Lombard S. S. Co., Ltd., in which His Lordship found for the plaintiffs, now respondents.

His Lordship Sir Francis Pigott (Chief Justice) and His Honour Mr. A. G. Wise (Puisne Judge) were on the Bench.
Sir Henry Berkeley, K.C., instructed by Mr. R. D. Atkinson (of Messrs Deacon, Looker and Deacon) appeared for the plaintiffs and the Hon. Mr. H. E. Pollock, K.C., instructed by Mr. A. J. Jackson (of Messrs Johnson, Stokes and Master) represented the respondents.

Sir Henry stated his decision of the Chief Justice was in effect that the plaintiffs, who had chartered the steamer Salomana from the appellants, were justified in repudiating the charter, because of the default of the owners in not carrying out the implied undertaking on their part with some people—whom they called Ostia—sub-charterers of the ship from Carlowitz and Co., who had in turn re-chartered to the United States Government. His Lordship held that the United States Government were entitled to repudiate the re-charter and that thereupon Ostia were entitled to repudiate the sub-charter from Carlowitz and Co. in turn; Carlowitz were entitled to repudiate the ordinary charter. Sir Henry now asked that His Lordship should now take a different view. Owing to the limited number composing the Court of Appeal—a point which His Lordship had before referred to—he had practically to re-argue the case before His Lordship, but Sir Henry, notwithstanding that, had no doubt or hesitation of being able to convince Their Lordships that the view taken by the Chief Justice was erroneous.

"The Chief Justice—I remarked at the time that it was a very difficult case to decide.
Sir Henry concurred. It was a case that could be re-argued and a different decision arrived at. They had first to see what Carlowitz had really claimed. The claim was for \$12,000, damages for breach of charter party of the Salomana, and the plaintiffs then alleged that the owners had committed a breach of the charter party. In the statement of plaintiffs' case it was stated that what the Manila in respect to the re-charter by Ostia to the United States constituted a breach of the ordinary charter-party between Carlowitz and Company, and the Lombard S.S. Company. They said the appellants' omission justified the United States to repudiate their re-charter and so on to their repudiation. It seemed to Sir Henry that the proposition he placed before the Court was one which would ultimately receive His Lordship's assent. Sir Henry submitted that the plaintiffs' claim was unreasonable—that the ordinary charter party could not be repudiated merely because the re-charter was repudiated by the United States Government, even granting that the U.S.A. was justified in cancelling. Assuming that the U.S.A. to have been justified in cancelling owing to the owners' default, the effect of that would be to throw the ship back on the hands of the sub-charterers for the purpose of the sub-charter, and the re-arguing of the sub-charter was not to repudiate but to bring an action of damages against the owners to recover compensation for losses he might have sustained by having the ship thrown back upon him instead of being profitably employed by the U.S.A. And a remedy for the original charter was to sue on an action against the sub-charterers to compel him to carry out the sub-charter."

Sir Francis Pigott—Would you say that it applies to a case where knowledge of re-charter runs all through and affects all charters?
Sir Henry did so. Knowledge would affect the question of damages.
Sir Francis—I think I decided there was knowledge all the way through.
Sir Henry pointed out that His Lordship also held that Ostia in obtaining the consent of the owners to the re-engagement of the ship outside of the sub-charter—which was for ordinary commercial purposes—was acting as principals, not as agents of the respondents and His Lordship had also stated that Carlowitz had no interest in the re-charter. Sir Henry then argued that no Ostia were principals they could not repudiate their charter for the default of the owners.

The Hon. Mr. Pollock pointed out that in the statement of claim, clause 5 of the original charter was substantially set out and on that they pleaded that no charter money was due while the vessel was off the charter party. No notice was given to plaintiffs until August—though the wreck was in July—that the vessel was off the charter and charter money was paid for the whole of July. As an alternative claim, plaintiffs then pleaded they were entitled to the hire paid in ignorance irrespective of whether the charter had been rightly or wrongly cancelled. Even if it was found that respondents were totally wrong in cancelling the charter, it did not follow that appellants would succeed on the counter claim. The cancelling of the charter party in September, 1902, was the act of the United States Government, not the act of the respondents, and the respondents could not hold liable. "What happened was this: The ship was wrecked near Manila and remained in dock for a couple of months. They then started afresh on an entirely new and independent voyage."

With respect to the implied contract to have the ship ready with all possible despatch, as referred to by Sir Henry Berkeley, Mr. Pollock argued that an actual breach of an express contract—not an implied contract—for the failure to pay the Dock Company's bill was not an exception per se. The vessel was arrested for some time. The admission of facts by the appellants showed that this delay frustrated the charter.
Mr. Pollock contended that the United States Government were entitled to cancel the charter; the substance of the charter was that the ship was to be employed continuously by the U. S. Government, certain happenings excepted. It was a case for urgency. Mr. Pollock quoted cases to support his argument that there was a breach of the charter party.

Mr. Pollock argued that if the United States had grounds for cancelling it was competent for Carlowitz and Co. to do so. Sir Henry pointed out that had the Dock bill been paid on the 20th, the United States would have continued the charter and then, he asked, where would respondents have been with their notices of cancellation of the 13th? The vessel was actually handed over and was ready to sail when the ship was seized. The purposes of the voyage were not frustrated; another ship was chartered and the only remedy for the delay was an action for compensation.

Judgment was reserved.
THE BANDMANN COMPANY.
On Saturday evening the Bandmann Company presented "Sherlock Holmes" to a large audience. This was the first production of the piece in Hongkong, and it is not too much to say that those present were highly delighted with the manner in which it was staged. As a drama there is much in it that thrills, and the situations that occasionally crop up are usually sensational. In fact some are so sensational that the tendency is to reduce them to melodrama of the blood-and-thunder type. Mr. Claude King (the great detective) and Miss Florence Haner were studiously within bounds, and played with the capability that has characterized them throughout their Eastern appearances, but one or two others were not so well in hand and rather overdid the "tragic" business. This may be due to the fact that the forte of the Company is pure comedy. In the lighter plays they are mostly excellent, but where there are "heavy" leads there is a change that a few are unable to rise to the occasion. This, of course, is inevitable, and for the general excellence of Saturday's performance the Company deserve the highest praise. The piece was certainly well worth seeing, and the audience applauded loudly for a lift of the curtain at the end of each act—the final curtain being the signal for quite an ovation. To-night the programme was a light one. Sir Henry's play "John those who prefer a comedy of the lighter vein should not miss seeing the 'Earl of Pawtocket' to be played on Wednesday. We understand the cast includes an Englishman who tries to assume the manners of the Americans and gets hopelessly mixed up with the American idiom, much to the amusement of everybody.

THE PHILHARMONIC SOCIETY

Wednesday's Concert.

We would remind all those interested in the work of the above Society that the first Concert of this season will be held on Wednesday, 18th December, at 8.15 p.m. in the St. George's Hall (City Hall), and that in order to ensure obtaining seats looking should be done at once.
Both the Chorus and Orchestra during the past fortnight have been working hard, and we can safely say that their tone and quality are excellent. The programme, as will be seen from our advertisement columns, consists of: Haydn's "Lloyd's" "Hero and Leander" for solo, chorus and orchestra, the soloists being Mrs. R. Bellios and the Rev. M. Longridge, R.N., both of whom have delighted Hongkong audiences on many previous occasions, so that their appearance on Wednesday should prove a draw.
Mr. Denman Fuller, whose name is well known in the Colony as one of the finest exponents of music, will be heard in Mendelssohn's "Capriccio Brillant," and add nothing further with regard to them for Mr. Fuller is sure to give a rendering that can only delight and please.

The Chorus are playing two of "Valde's" characteristic waltzes—namely, "Reine" and "Valde Bohemienne," which by their freshness should appeal to all. Besides these the chorus serenades, "Love, Laughs and Weeps," by J. G. Calcott, for voices, will also be heard.
The Committee somewhat unfortunately been perhaps week in which to give a performance, when so many other entertainments are being given, and the public are, however, that the programme is full to patronise a local entertainment, not only for their own enjoyment, but that the Colonial benefit to the extent of hearing really music. It is always a difficult task to date suitable to seventy performers and understand that chosen was the only suitable to all.

NETHERSOLE HOSPITAL.

The Superintendent of the Alice Memorial and Affiliated Hospitals begs to acknowledge with grateful thanks the sum of \$4000 (four thousand dollars) from the Chinese Procession Fund, per Messrs Ho Tai Shang and Chau Sui Ki.
ORASE YOUR WORRY.
If your child is threatened with croup, whooping cough, or any other dangerous ailment, all danger will be avoided. It contains nothing in any way injurious and is pleasant to take. Sold by all chemists and storekeepers.

BY TELEGRAPH.

TEST CRICKET MATCH.

ENGLAND v. AUSTRALIA.

England's Second Innings.

(From Our Special Correspondent.)

SUNDER, Dec. 16, 1.50 p.m.

After the tea adjournment on Saturday

McCartney only added one run to his

score before being dismissed, and both

Cotter and Saunders were got rid of

cheaply.

Then Carter and Hazlett made a stand

for the last wicket, the former scoring

25 before he was sent back.

The innings closed for 300—27 runs

ahead of England.

A. Fielder finished with the best

bowling average, viz., 6 for 82.

When stumps were drawn for the day

England in their second innings had

scored 19 runs for no wickets.

On resuming to-day runs came slowly,

the Englishmen playing carefully, and

the deficiency was wiped off without the

loss of a wicket.

Fane (33) and Rhodes (29) scored

well and at the luncheon interval two

wickets were down for 85 runs.

The scores then were:

AUSTRALIA.

First Innings.

P. McAlister ... 3

V. Trumper ... 43

C. Hill ... 87

M. A. Noble ... 37

W. W. Armstrong ... 24

W. Randolph ... 24

C. G. McCartney ... 35

H. Carter ... 25

A. Cotter ... 2

J. V. Saunders ... 0

G. Hazlett, not out ... 18

Sundries ... 10

Total ... 300

BOWLING.

WICKETS, RUNS.

Fielder ... six for 82

Brans ... two for 72

Barnes ... one for 74

Blythe ... none for 33

Rhodes ... one for 18

Crawford ... none for 14

ENGLAND.

First Innings ... 273

Second Innings.

F. L. Fane ... 33

W. Rhodes ... 20

G. Gunn, not out ... 17

K. L. Hutchings, not out ... 2

Sundries ... 4

Two wickets for ... 85

After Lunch.

SUNDER, December 16, 4.25 p.m.

After the lunch adjournment Hutch-

ings added 15 to his score, and then

Gunn was joined by Hardstaff. The

pair batted well, and added 80 runs

before the tea adjournment, when the

score stood at 3 wickets for 193 runs.

During the afternoon the attendance

increased until 13,000 were on the

ground.

At the tea interval the scores were:

K. L. Hutchings ... 17

G. Gunn, not out ... 66

J. Hardstaff, not out ... 49

Sundries ... 5

Three wickets for ... 199

HONGKONG'S SEDITION

ORDINANCE.

(Chinese Mail's Service.)

FAXING, December 14.

The British Minister has informed

the Waiwup that an ordinance has

been passed in Hongkong imposing a

fine of not more than \$500 and im-

prisonment not exceeding two years for

the publication in the Colony of Hong-

kong of any seditious matter calculated

to excite revolutions, etc., in China.

RICH CHINAMAN DIES.

(From a Correspondent.)

Macao, Dec. 16.

Loo-kau, the richest man in these parts,

died here yesterday morning at 3 o'clock.

A BELAT D TYHOON.

U. S. S. Consulate General Jms

O'Brien a telegram from the Manila

1907 as follows: "December 15,

Western p.m. Typhoon South Yap

Phil

BY TELEGRAPH.

TOKYO TRAMWAYS.

To Be Municipalised.

(From Our Correspondent.)
Tokyo, December 16.
The Municipalisation of the Tokyo tramways has been agreed upon.

KOREAN CROWN PRINCE.

Arrival in Tokyo.

(From Our Correspondent.)
Tokyo, December 16.
The Crown Prince of Korea arrives here to-day. Elaborate preparations have been made for his reception.

THE KOREAN DISTURBANCES.

Pro-Japanese Killed.

(From Our Correspondent.)
Seoul, December 16.
Twenty members of pro-Japanese societies have been murdered at Hang-yong.

MANCHURIA.

Russian Ex-Minister's Views.

(From Our Correspondent.)
Shanghai, December 16.
M. Shipoff, Russian ex-Minister for Finance, arrived on Saturday. In the course of an interview he said that he was not hopeful in regard to the prospects of Manchuria for the present but that there were great future possibilities for Harbin.

THE KIANGSU RAILWAY LOAN.

Voice from Europe.

(Chinese Mail's Service.)
Peking, December 14.
Lord Li Ching Fang, Chinese Minister at London, wires to the effect that the opinion of the Powers regarding the riot brought about by the Chekiang railway loan question is that foreign commerce has been disturbed, and he advises the Peking Government that immediate negotiations will tend to an early amicable settlement.

ROBBERY OF REVENUE FUNDS.

(Chinese Mail's Service.)
Peking, December 14.
A large portion of the Yuen Ming Revenue Funds has been stolen. The robbers are still at large. The Board of Municipality are working for the capture of the robbers but so far no trace has been located.

THE WEST RIVER POLICE.

Protests from Abroad.

(Chinese Mail's Service.)
Peking, December 14.
Telegrams protesting against the policing of the West River by Great Britain have been received by the Waiwupu from Chinese merchants in the Straits Settlements, Netherland Indies, and Japan, the Waiwupu's replies being to the effect that no loss of sovereignty is incurred by allowing foreign policing.

Peking, December 11.
It is stated that the British Minister has informed the Waiwupu that the matter of policing will be re-considered upon receipt of assurance from China that full protection can be afforded by the Canton authorities.

THE KAISER.

Arrival in Holland.

(Exclusive Service, supplied by Reuters, via Bombay.)
London, December 14.
The Kaiser has arrived at Amsterdam.

He was cheered by the crowds and received by Queen Wilhelmina and Prince Henry of Mecklenbourg.

THE AUSTRALIAN TARIFF.

Retaliation By Canada.

(Exclusive Service, supplied by Reuters, via Bombay.)
London, December 14.
A message from Ottawa, Canada, states that the subsidy of £180,000 paid since 1891 to the Vancouver-Sydney Steamship line is to be discontinued.

This is regarded as Canada's answer to the hostile Commonwealth tariff.

FRENCH NAVAL MOVEMENTS.

London, December 13.
Toulon reports that orders have been received to report upon the condition of warships and crews available for service in the Pacific, for the purpose of re-informing, and providing relief drafts for Indo-China.

This action it is understood is in view of the unrest in the Far East.

JAPANESE IN AMERICA.

London, December 13.
Strong complaints are reaching Washington regarding the increasing influx of Japanese via Mexico.

A ROYAL WEDDING.

London, December 13.
Athens announces the wedding of Prince George of Greece and Princess Marie Bonaparte, the ceremony being of the most brilliant description.

The streets were ablaze with decorations.

GERMANY IN THE PERSIAN GULF.

London, December 13.
The Hamburg firm of Woeckhaus has appealed to the German Foreign Office against the seizure of the firm's warehouse, alleged to contain contraband, on Adenau Island, Persian Gulf, by H.M.S. Lapwing.

The Hamburg newspapers are indignant.

LIEUTENANT WOODS.

London, December 13.
Lieutenant Woods, 2nd Grenadier Guards, on the 10th instant, received a request from the War Office to resign his commission, otherwise he would be removed from the Army under clause 447.

[Correction:—In telegram dated London 10th instant under heading "The Fifth Lancers" read:—Lieutenant Woods, 2nd Grenadier Guards, instead of Major A. V. L. Wood, D.S.O.]

AUSTRALIAN DEFENCE.

London, December 13.
In the Melbourne House of Representatives, the Hon. Alfred Deakin, Prime Minister of the Australian Commonwealth, in outlining the defence policy of the Government, proposed the purchase of three submarines and two destroyers annually for three years.

He also suggested the compulsory military training of all youths attaining the age of eighteen years, by which means he hoped to form a national guard of 218,000 trained men who would be available in eighteen years.

PNEUMONIA.

This is one of the most dangerous and often fatal diseases. It always results from a cold, or an attack of influenza. Chamberlain's Cough Remedy quickly cures these diseases and counteracts any tendency towards pneumonia. It is made especially for these and similar ailments. For sale by all chemists and druggists.

CORRESPONDENCE.

FOR THE LEPERS.

(To the Editor of the China Mail.)
Sir,—May I remind the many friends who have generously contributed, during the past years, to the fund for the relief of Lepers that an early response is most desirable. We began our distribution of rice this week. Over 500 lepers applied for aid. Every one that has applied is in sore need of help. They are half naked and half starved. As the weather grows colder their suffering will increase, and many more will need food and clothing. An early and hearty response will enable us to provide in the best way for the greatest number. Even with the help we are able to give many will die from hunger and cold.

Please acknowledge the following:—
Messrs. Patell and Co., Canton, \$25; Rut-tonjee and Son, Hongkong, \$25.—Yours, etc.,
ANDREW BEATTIE.

THE JUNK CASE.

Appeal Quashed.

The junk case—which promised to provide interesting reading—came to a sudden termination this morning through the omission of the appellants to take the necessary legal steps to further the appeal. It may be interesting to recount the main points in this case.

The appellants—Ip Tsung Nin—owned junk, one of which was piloted on the high seas. He found his stolen junk in the possession of Kwong Tai King (respondent) at Shanghai and proceedings were taken for the return of the junk. The action was heard before His Honour Mr. H. H. J. Gompertz (then Acting Puisne Judge) who decided that the defendant (Kwong) had bought the junk in "market overt" and therefore could not be deprived of it. The judgment being far reaching in its effect the Government—in the interest of the public—stepped in and instructed the Hon. Mr. W. Rees Davies (Attorney General) to proceed by way of appeal to have the decision set aside or confirmed by the Full Court. Notices of appeal were given but on the case coming into Court Sir Francis Pigott (Chief Justice) questioned the Attorney General's locus standi and the action was postponed to allow of the Attorney General fortifying his position through authorities. This the Attorney General failed to do, though he argued that the Government—like the King—could do no wrong and that he was entitled to appeal.

However, he failed to convince Sir Francis and was forced to retire but before doing so he announced that the Government had instructed the Crown Solicitor to instruct counsel and Sir Henry Berkeley, K.C., was in Court.

The Chief Justice ruled the Crown Solicitor "out of Court" but Sir Henry fenced that *contemptus* by announcing that he was instructed by Messrs. Denys and Bowley—not the Crown Solicitor—and gained permission to ask for leave to-day.

In the meantime no steps appear to have been taken by the solicitors for the appellant, for when the time came this morning no notice of motion had been filed and the notice of change of solicitors—from Crown Solicitor to Messrs. Denys and Bowley—had only been filed at 10.15 a.m. This was pointed out but Sir Henry said he understood that the original notice stood.

"No," said Sir Francis Pigott. That notice was held to be bad. Why did not the solicitors adopt the simplest course and file a new notice?"

"Because they thought it sufficient as it stood."

"He could not have done so; it was only a quarter of an hour ago that the change of solicitors was filed."

"The matter was adjourned," remarked Sir Henry, "and all time was saved by Your Lordship's goodness."

The Puisne Judge—only until 10.30 this morning—

"We made no order," said Sir Francis Pigott. "Sir Henry Berkeley asked leave to give notice of appeal."

"Then we were under a misapprehension," said Sir Henry, "and I ask you to exercise your power to extend the time. A very important question will be 'barked' if we are not heard on a technicality."

"I do not think you should use the word 'barked,' because it implies that the Court is refusing to hear you. That is not so; the fault is entirely the omission of the parties."

Under this apprehension why is the Court unwilling to grant an adjournment? On the face of it the judgment cannot be sustained.

SPORTING.

YACHTING.

ROYAL HONGKONG YACHT CLUB.

On the 15th inst. the fourth club race was sailed, the course being round a rock about a mile south-west of Kanichan Island.

The day opened anything but like a good sailing day; rain fell with a stiff northerly wind. However all the boats except Sprito faced the starter.

Championship class—Dione and Alannah were the first to get away in the Championship class, followed by Vernon and Aika. Ere long Vernon collared and passed Alannah and bowled away after Dione, who had established a comfortable lead, both boats having set their reaching jibs, but soon the wind freed more spinnakers were hoisted, the wind settling down to a fresh and steady sailing breeze. When about half way to Green Island a steam launch towing a junk, badly interfered with Dione, and a serious collision was narrowly averted.

This allowed Vernon to gain on her rival and before Green Island was reached both boats were running side by side, Dione holding the windward berth and this position was maintained until the rock was reached. In rounding the mark Vernon gained about two lengths, but Dione showed her superiority in windward work, and soon gained on, and passed her opponent. When near Green Island Dione went about and stood well into the northerly wind, Vernon choosing to keep near the southern shore. Difficulties were however now foreseen for off Tsai Tai Tui and extending well to westward of the line was a flat calm. Dione was the first to enter it and owing to the flood tide had to let go her anchor. Vernon crept up to near the German jetties of war and somewhat nearer the finishing line than Dione when she also had to anchor and there they remained for about an hour when an easy setting in along the Tsai Tai Tui shore carried Dione over the line. Eventually Vernon worked into this current and was also carried to a finish. Aika keeping close in to the Southern shore got hopelessly becalmed. Alannah also got badly left but keeping to the northward finished third. The times of finishing were:—

Dione (Hon. Mr. May) ... 3 47
Vernon (H. P. Tooker) ... 3 46

ONE-DESIGN CLASS.—The starters in the one-design class were Kathleen, Colleen, Bonito and Min. Prior to the start there was a moderate N.E. wind and some rain, with very little promise of improvement.

Bonito (Mr. G. W. Bird) Kathleen (Lieut. Fisher) and Colleen (Capt. Walker) crossed the starting line with a light northerly air, while Min (Mr. C. K. W. Kew) lay becalmed near the "Monmouth," and did not cross the line until nearly half an hour later. The leading boats had a good breeze to the rock which was rounded by the Colleen, Kathleen and Bonito in the order named. Min reaching for the rock met the fleet beating up to the east of Kauichan but, nothing daunted, held on and by the time she turned the mark the others were out of sight.

"Colleen" and "Kathleen" made for Green Island while "Bonito" made a short beach towards Kauichan. Coming up the harbour the wind was very variable and the effect of the flood was being felt. "Min" seeing this, went over to Stonecutter's for the northerly wind and also to escape the full effect of the flood tide and by so doing secured immunity by eventually picking up "Colleen" and "Kathleen," the latter two having made for the north wind in the Naval anchorage at Kowloon. "Bonito" was hopelessly left in mid harbour. A drifting match ensued between "Colleen" and "Kathleen" and "Min," the latter leading for the goddess with main sheets run out to their limit, while "Colleen" and "Kathleen" continued with sails trimmed for reaching. "Kathleen" probably spotted "Min's" main-sail out and followed suit, while "Colleen" being astern began to sheet her sails in and set her bowsprit naker. All three scurried round the wharves, and a most exciting finish resulted as follows:—

"Kathleen" ... 3 43
"Min" ... 3 43
"Bonito" ... 3 44

"Bonito" was not timed.

An endeavour was made on Saturday, the 14th inst., to sail the 3rd club race which was postponed from the 1st inst. but without success, as a calm setting in the boats were unable to finish within the time limit.

CRICKET.

PLAINS C. HILLS.

The Hills were soundly beaten by the Plains on Saturday by six wickets and 159 runs; and then two of the Plainsmen retired. The scores were:—

PLAINS.
R. S. Lucy, c. Krikenbeck, b. Brower ... 0
T. E. Pearce, c. Usher, b. Brower ... 4
H. R. Makin, c. Owen, b. Fowler ... 15
L. C. O. Larnour, c. Claxton, b. Brower ... 0
H. R. Phelps, c. and b. Fowler ... 19
H. D. Sharpe, c. Fowler, b. Claxton ... 1
L. R. Down, c. Sharpe, b. Fowler ... 4
A. R. Lowe, c. Owen, b. Lewis ... 22
A. S. Cobden, b. Fowler ... 0
F. C. Kendall, b. Lewis ... 8
J. H. Chalmers, not out ... 2
Sundries ... 2
Total ... 81

PLAINS C. HILLS.
W. F. Brower ... 0
A. A. Claxton ... 3
E. A. Fowler ... 8
Major Lewis ... 25
Total ... 36

PLAINS.
Capt. Krikenbeck, retired ... 51
A. A. Claxton, retired ... 53
Capt. Mayhew, not out ... 35
W. C. D. Turner, c. and b. Makin ... 20
Major Chisley, b. Makin ... 18
E. A. Fowler, not out ... 48
C. M. S. Owen, Eng. Lt. Sharpe, Lt. Usher, Major Lewis and W. F. Brower did not bat.
Sundries ... 2
Total ... 290

PLAINS.
R. S. Lucy, c. Krikenbeck, b. Brower ... 0
T. E. Pearce, c. Usher, b. Brower ... 4
H. R. Makin, c. Owen, b. Fowler ... 15
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F. C. Kendall, b. Lewis ... 8
J. H. Chalmers, not out ... 2
Sundries ... 2
Total ... 81

BOWLING.

The League Competition.

The surprise of the week in cricket circles was the defeat of Civil Service by Craignower and in consequence of their win over the police the Telegraphs top the list, with Craignower, Civil Service and R. G. A. level on percentages for second place.

The table is now as follows:—

TELEGRAPHS.
Telegraphs ... 4 3 1 0 2 50.00
Craignower ... 4 3 1 0 2 50.00
R. G. A. ... 4 3 1 0 2 50.00
Civil Service ... 4 3 1 0 2 50.00
Middlex ... 4 3 1 0 2 50.00
Police ... 4 3 1 0 2 50.00
Kowloon ... 4 3 1 0 2 50.00
Hongkong "A" ... 4 3 1 0 2 50.00

CRAIGNOWER v. CIVIL SERVICE.

Won by Craignower.

A. O. Brown, b. Hutchison ... 5
R. Bass, c. Jackman, b. Hutchison ... 24
E. Irving, b. Hutchison ... 11
M. E. Asger, c. and b. Hutchison ... 3
J. H. Hutchison, b. w. b. Hutchison ... 1
G. Evans, c. Jackman, b. Hutchison ... 13
Dr. F. H. Kew, b. Hutchison ... 0
L. A. Rose, b. Hutchison ... 0
L. E. Lammert, b. Hutchison ... 0
R. Pestonji, not out ... 11
H. Rapp, c. Hutchison, b. Hutchison ... 2
Sundries ... 2
Total ... 72

BOWLING.
R. O. Hutchison ... 12 4 28 6
R. O. Hutchison ... 11 0 42 4

CIVIL SERVICE.

F. A. Biden, b. Pestonji ... 6

P. T. Lambie, c. Lammert, b. Brown ... 5
Dr. A. Hutchison, b. Brown ... 11
R. O. Hutchison, b. Pestonji ... 9
R. Hutchison, b. w. b. Pestonji ... 1
H. T. Jackman, c. Kew, b. Brown ... 1
P. R. Adams, run out ... 1
A. File, not out ... 4
L. E. Brett, b. Pestonji ... 0
A. Dawson, run out ... 5
J. Mackay, b. Pestonji ... 2
Sundries ... 3
Total ... 52

BOWLING.
R. Pestonji ... 13 7 23 5
A. O. Brown ... 11 1 26 3
L. E. Lammert ... 1 1 0 0

POLICE v. MIDDLEX.

Won by Middles.

Fitt, b. Barton ... 0
Lander, c. and b. Sharpe ... 0
Edwards, b. Sharpe ... 23
M. J. J. Vothhouse, b. Barton ... 3
R. O. Hutchison, b. Barton ... 2
R. O. Hutchison, b. Barton ... 2
Irving, b. Sharpe ... 14
Bell, c. Clegg, b. Barton ... 0
Moody, b. Barton ... 0
Ogg, not out ... 0
Kerr, c. Rolfe, b. Sharpe ... 1
Sundries ... 1
Total ... 59

BOWLING.
Sharpe ... 8 3 30 5
Barton ... 8 1 26 5

MIDDLEX.

Major Stephenson, c. Lander, b. Kerr ... 3
Sgt. Harford, c. Edwards, b. Irving ... 3
L. O. Roberts, not out ... 38
Bdr. Barton, b. Irving ... 10
L. O. Roberts, b. Kerr ... 3
L. O. Roberts, b. Kerr ... 3
Bdr. Rolfe, b. Kerr ... 3
Cpl. Miller, not out ... 3
Cpl. Sharpe, Bdr. Miles and Pto. Clegg did not bat.
Sundries ... 4
Total ... 64

BOWLING.
Kerr ... 10 1 27 4
Irving ... 10 1 33 2

TELEGRAPHS v. HONGKONG "A".

Won by Telegraphs.

Stewart/Lockhart, run out ... 0
P. J. J. Peake, c. Lander, b. Kerr ... 3
W. F. F. Swan, b. Peake ... 4
S. Moore, b. Peake ... 5
T. O. Gray, c. Wiskay, b. Shields ... 10
S. S. Logan, run out ... 10
H. H. Taylor, b. Peake ... 10
T. C. Vernon, not out ... 3
C. Humphreys, c. Shields, b. Wright ... 5
H. E. Colvin, c. Franklin, b. Wright ... 0
Sundries ... 5
Total ... 43

BOWLING.
Peake ... 4 5 3 4
Shields ... 4 0 16 1
Wright ... 3 3 0 18 2

TELEGRAPH.

L. J. Wishart, run out ... 30
A. H. Young, b. Logan ... 10
F. D. Wiskay, c. and b. Taylor ... 10
W. H. Powell, c. Cooles, b. Taylor ... 14
R. J. L. Wright, b. Logan ... 0
A. W. J. Peake, c. Logan, b. Taylor ... 3
R. B. Boatie, c. Cooles, b. Gray ... 20
C. B. Wishart, b. Taylor ... 2
C. B. Franklin, b. Gray ... 1
C. E. Shields, c. and b. Gray ... 0
P. Linton, not out ... 0
Sundries ... 9
Total ... 107

BOWLING.
Logan ... 9 2 34 2
Lockhart ... 4 0 23 0
Gray ... 4 0 4 3
Moore ... 0 0 10 0

Rifle Shooting.

LEFT HALF, NO. 3 CO., R.E.Y.A.

The second shoot of the series of Six Monthly Competitions which the Left Half No. 3 Co. is carrying out during the winter months took place at Tai Hang

RANGE YESTERDAY MORNING.

Fourteen members competed, the best scores being:—

200 300 400
*Gun Anderson ... 30 30 28 6 93
*Bom. Sorby ... 25 30 21 22 82
Gun. McPherson ... 13 27 21 22 82
Gun. Dinning ... 15 20 21 15 71
C. S. M. Rodger ... 28 14 24 5 60
Capt. Skinner ... 25 23 18 8 60
Gun. Frith ... 25 22 18 8 60
Sgt. McCorquodale ... 28 20 6 6 61

*Spoon winners.

Football.

CLUB DEFEAT MONMOUTH.

On Saturday afternoon, the Hongkong Club's Association team defeated H. M. S. Monmouth by two goals to nil, after a very caged game, in which individual

Shipping.

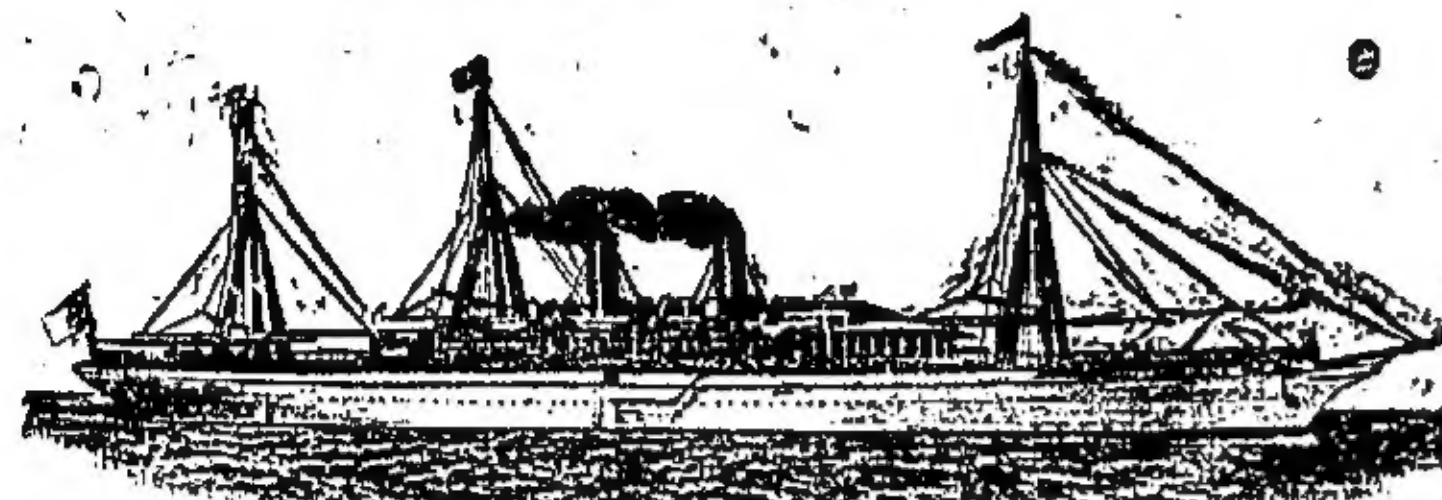
PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:-

TO	FROM	DATE	REMARKS
LONDON, via Suez	DELTA	1908, Jan. 23	See Special
LONDON AND ANTWERP	SYRIA	1908, Dec. 18	Freight and
SHANGHAI, MOJI, KOBE	SUNDA	1908, Dec. 22	Freight and
AND YOKOHAMA	ARCADIA	1908, Dec. 27	Freight and
SHANGHAI	ARCADIA	1908, Dec. 27	Freight and

E. A. HEWETT, Superintendent.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



LUXURY SPEED-PUNCTUALITY.

The only Line that MAINTAINS a Regular Schedule Service of 11 Days across the Pacific to the 'EMPERESS LINE', SAVING 5 to 10 DAYS OCEAN TRAVEL. 11 DAYS YOKOHAMA to VANCOUVER. 12 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS.	LEAVE HONGKONG	ARRIVE VANCOUVER
EMPERESS OF CHINA	6000 Tons	Thursday, Dec. 19, 1907, Jan. 6, 1908.
EMPERESS OF INDIA	6000 Tons	Thursday, Jan. 16, 1908, Feb. 3, 1908.
EMPERESS OF JAPAN	6000 Tons	Wednesday, Jan. 29, 1908, Feb. 22, 1908.
EMPERESS OF CHINA	6000 Tons	Thursday, Feb. 13, 1908, Mar. 2, 1908.
EMPERESS OF INDIA	6000 Tons	Thursday, Mar. 12, 1908, Mar. 29, 1908.
EMPERESS OF JAPAN	6000 Tons	Thursday, April 9, 1908, April 27, 1908.

EMPERESS Steamers will depart from Hongkong at 4 P.M. Intermediate Steamship MONTEAGLE at 12 Noon.

THE shortest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, through the INLAND SEA OF JAPAN, KOBE, YOKOHAMA and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at Quebec with the Company's new palatial 'EMPERESS' Steamships, 14,500 tons register. The through transit to Liverpool being 22 1/2 days from Yokohama, and 29 1/2 days from Hongkong.

Intermediate Steamship MONTEAGLE at 12 Noon.

First-class rate to London includes cost of Meals and Bath in Sleeping Car while crossing the American Continent.

U.S.M.S. MONTEAGLE Carries INTERMEDIATE Passengers only at intermediate rates, affording superior accommodation for this class.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China.

CORNER PRINCE STREET AND FRANK, Opposite Blake Pier.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS. STEAMERS. SAILING DATES.

MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO AND PORT SAID.

KANAGAWA MARU, Capt. N. Ono, Tons 6169, Dec., at Daylight.

WAKASA MARU, Tons 6265, WEDNESDAY, 8th Jan., Daylight, 1908.

IYO MARU, Tons 6230, TUESDAY, 24th Dec., at 4 p.m.

KAGA MARU, Capt. G. S. Lapraik, Tons 6301, Jan., at 4 p.m., 1908.

SYDNEY AND MELBOURNE, via MANILA, THURSDAY, 27th Dec., at Noon.

NIKKO MARU, Capt. T. Harrison, Tons 5539, at Noon, 1908.

SHANGHAI AND KOBE, YETOROFU MARU, Capt. K. Sato, Tons 4165, December.

NAGASAKI, KOBE AND NIKKO MARU, Capt. T. Harrison, Tons 5539, Dec., at Noon.

BOMBAY, via SINGAPORE, RIOJUN MARU, Capt. T. Iriwara, Tons 4805, Dec., Daylight.

KOBE AND YOKOHAMA, BINGO MARU, Capt. F. L. Sommer, Tons 6247, Dec., at Daylight.

1 Cargo only.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the Great Northern Railway and Atlantic Steamship Lines also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO, Manager.

GREAT NORTHERN STEAMSHIP COMPANY

Operating the New Twin Screw Steamship

MINNESOTA

25,000 TONS

BETWEEN YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, HONG KONG AND SEATTLE, U. S. A.

Sailing Dates Subject to Change.

S.S. MINNESOTA, Captain O. F. Austin, THURSDAY, 16th January, 1908.

Direct connections at Seattle with Great Northern and Northern Pacific Railways for all points in the United States and Canada; also with Atlantic Steamship Lines for all points in Great Britain and on the Continent. Direct connection at Hong Kong for Manila, Straits Settlements, Java, India, London and Paris.

LUXURIOUS PASSENGER ACCOMMODATIONS—Single and Steerage (all outside rooms), Music room, Library, Smoking room, Nursery, Laundry, Telephone, etc.

Trans-Pacific Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe, and Nagasaki, without extra charge.

For convenience of country cabin passengers return tickets are interchangeable with regular mail lines between Japan, China and Hong Kong.

For full information regarding freight or passage apply to

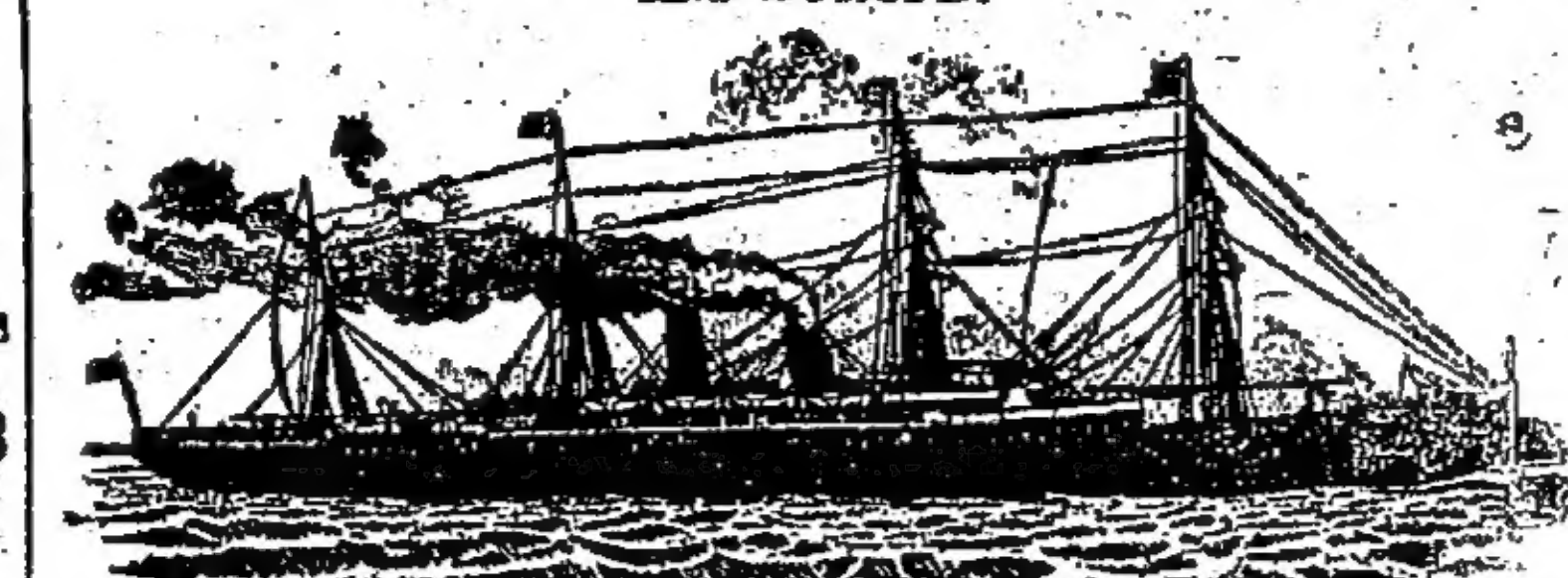
NIPPON YUSEN KAISHA, Agents.

Shipping.

PACIFIC MAIL S.S. CO., OCCIDENTAL AND ORIENTAL S.S. CO., TOYO KISEN KAISHA.

U.S. MAIL LINES.

VIA HONOLULU. TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.



SEMI-TROPICAL ROUTE.

Only line taking the warm SOUTHERN ROUTE across the Pacific, via HONOLULU, on Oahu, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS.	SAILING DATES.	1907.
* MONGOLIA	27,000 Tons	TUESDAY, 24th Dec., at Noon.
* HONGKONG MARU	11,000 "	FRIDAY, 3rd Jan., at Noon, 1908.
* KOREA	18,000 "	SATURDAY, 18th Jan., at Noon.
* AMERICA MARU	11,000 "	FRIDAY, 24th Jan., at Noon.
* SIBERIA	18,000 "	SATURDAY, 1st Feb., at Noon.
* OHIO	10,200 "	SATURDAY, 8th Feb., at Noon.
* MANOHURIA	27,000 "	SATURDAY, 15th Feb., at Noon.
* NIPPON MARU	11,000 "	FRIDAY, 21st Feb., at Noon.
* ASIA	11,000 "	SATURDAY, 29th Feb., at Noon.

* Twin Screws.

RECORD FAST TRIPS.

Yokohama to San Francisco, via KOREA, 18,000 tons, September 12-27th 1906; 10 days, 11 hours and 5 minutes.

San Francisco to Honolulu, via SIBERIA, 18,000 tons, August 18th-20th, 1906; 4 days, 10 hours.

San Francisco to Yokohama, via SIBERIA, calling at Midway Islands and Honolulu on route, August 16th-31st, 1905, 13 days, 13 hours.

Yokohama to San Francisco, via SIBERIA, 18,000 tons, Oct. 13th to 23rd, 1905 10 days, 10 hours and 29 minutes.

THE P. M. Steamship MONGOLIA will be despatched from Hongkong to SAN FRANCISCO, via SHANGHAI, NAGASAKI, (INLAND SEA), KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 24th December, 1907, at Noon, taking cargo for Japan and the United States.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

For further information as to Passage and Freight, apply to the Agency of the Companies, QUEEN'S BUILDINGS.

S. SILVERSTONE, Agent.

PORTLAND & ASIATIC S.S. CO.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, YOKOHAMA, MOJI, KOBE & YOKOHAMA; FOR PORTLAND, OREGON.

OPERATING IN OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP TONS CAPTAIN TO SAIL ON

ALESIA 6187 JOHN ERNEST About Dec. 19.

NICOMEDIA 4372 P. WAGMANN About Dec. 30.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, Agent.

CHINA NAVIGATION CO., LD.

FOR SHANGHAI, STEAMER TO SAIL

MANILA 17, at 4 p.m.

NINGPO 17, at 4 p.m.

SHANGHAI 17, at 4 p.m.

HOIHOW & HAIPHONG 21, at 4 p.m.

MANILA 21, at 4 p.m.

SHANGHAI 21, at 4 p.m.

CEBU & ILOILO 28, at 4 p.m.

MANILA, ZAMBOANGA, PT. DARWIN, THURSDAY ISLAND, COOKTOWN, OAKRINE, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE, TAIYUAN * Jan. 1, at 4 p.m.

YOKOHAMA & KOBE 19, at 4 p.m.

* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivalled Table.

A duly qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze & Northern China Ports.

Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, Single and Return, to Manila and Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon and Steerage—Electric Light—Perfect Cuisine—Surgeon and Stewards carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship. Tons. Captain. For. Sailing Date.

RUBI 2540 R. W. Almond... Manila. Saturday, 21st December.

ZAFIRO 2540 R. Rodger... Manila. 28th December.

For Freight or Passage, apply to

Shewan, Tomes & Co., General Managers.

HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK, via PORTS AND SUEZ CANAL.

(WITH LIBERTY TO OIL AT THE MALABAR COAST.)

TO SAIL

For Freight and further information, apply to

SHEWAN, TOMES & CO., General Agents.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

For SHANGHAI, KINGSING, TUESDAY, Dec. 17, at 4 p.m.

SHANGHAI, OHOYANG, WEDNESDAY, Dec. 18, at 4 p.m.

SANDAKAN, CONGANG, FRIDAY, Dec. 20, at 4 p.m.

MANILA, KAUSANG, FRIDAY, Dec. 20, at 4 p.m.

SHANGHAI, YOKOHAMA, KUTSANG, SATURDAY, Dec. 23, at 3 p.m.

SINGAPORE, PENANG, KUTSANG, TUESDAY, Dec. 31, at 3 p.m.

SINGAPORE, PENANG, LAISANG, TUESDAY, Jan. 7, at 3 p.m.

* These Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Kuching, Tientsin, Newchwang and Yangtze Ports.

Taking Cargo on through Bills of Lading to Kuching, Tientsin, Newchwang and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd., General Managers.

Shipping.

INDO-CHINA STEAM NAVIGATION CO., LD.

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JARDINE, MATHESON & Co., Ltd., General Managers.

NORDDEUTSCHER LLOYD, BREMEN.

FOR SHANGHAI, NAGASAKI, PRINZ EITEL FRIEDRICH, WEDNESDAY, 18th Dec.

KOBE AND YOKOHAMA, LUTPOLD, 18th Dec.

MANILA, NEWGUINEA, MANILA, Capt. Minssen, THURSDAY, 2nd Jan.

SAMARAI, BRISBANE, SYDNEY AND MELBOURNE, Capt. Minssen, 2nd Jan.

EUROPE, Via PORTS OF CALL, EXTRA STEAMER, Capt. Woltman, WEDNESDAY, 25th Dec.

KUDAT AND SANDAKAN, BORNEO, Capt. F. Sembill, TUESDAY, 17th Dec.

For further Particulars, apply to

Norddeutscher Lloyd, MELOHRS & CO., General Agents, Hongkong & China.

AUSTRIAN NAVIGATION COMPANY.

FOR SHANGHAI, NAGASAKI, PRINZ EITEL FRIEDRICH, WEDNESDAY, 18th Dec.

KOBE AND YOKOHAMA, LUTPOLD, 18th Dec.

MANILA, NEWGUINEA, MANILA, Capt. Minssen, THURSDAY, 2nd Jan.

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For further Particulars, apply to

Norddeutscher Lloyd, MELOHRS & CO., General Agents, Hongkong & China.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG AND CALLAO AND IQUIQUE, via JAPAN PORTS.

(Karatsu, Kobe and Yokohama)

With liberty to call at Honolulu and Rapa.

THE Steamship KATHERINE PARK, 6000 tons, will be despatched for Callao and Iquique, via Japan Ports (Karatsu, Kobe and Yokohama) on SATURDAY, the 28th inst., at Noon.

KASATO MARU, 6100 tons, will be despatched hence to Callao, Iquique, via Japan Ports, sometime in March, 1908.

Taking Passengers and Passengers to other Eastern and Western Coast Ports of South America in connection with steamers of the Pacific S.N. Co.

The above steamers have splendid accommodation and are fitted throughout with Electric Light. A daily qualified Surgeon is carried on each boat.

R. M. YASUDA, Manager, York Building.

Hongkong, April 15, 1907. 612

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and OVERLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TAIWAN, &c.)

THE Steamship ALDENHAM, Captain ST. JOHN GEORGE, will be despatched as above on SATURDAY, the 28th inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provision, Ice, &c., throughout the voyage.

The Steamer is installed throughout with Electric Light.

A Stewardess and a daily qualified Surgeon are carried.

N.B.—To secure the additional comfort of passengers the steaming of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, December 6, 1907. 1839

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

With Liberty to Call at MALABAR COAST.

PROPOSED SAILINGS FROM HONGKONG.

SUPPLEMENT TO THE CHINA MAIL.

HONGKONG, MONDAY, DECEMBER 16, 1907.

Merchant Vessels in Hongkong Harbour.

EXCLUSIVE OF LATE ARRIVALS AND DEPARTURES REPORTED TO-DAY.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing from Green Island. Vessels near the Hongkong shore are marked h., near the Kowloon shore k., and those in the body of the Shipping of midway between each shore are marked c., in conjunction with the figures denoting the sections.

Section

1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour's Office.
4. From Harbour Master's to the Market.
5. From The Market to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.

Section.

7. From Naval Yard to Blue Building.
8. From Blue Buildings to East Point.
9. From Kellet's Island to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

VESSELS' NAMES.	Anchor.	CAPTAIN.	FLAG AND REG.	TONS NETT.	DATE OF ARRIVAL	CONSIGNEES OR AGENTS.	DESTINATION.	REMARKS.
Steamers.								
Borneo	3 c	Sembill	Ger. str.	1344	Dec. 6	Melchers & Co.	Kudat & Sandakan	Dec. 18.
Oarl Diederichsen	3 c	Kayser	Ger. str.	774	Dec. 14	Jebsen & Co.	Swatow	Dec. 18.
Chiyuen	2 h	Stewart	Chi. str.	1211	Dec. 13	C. M. S. N. Co.	Shanghai	Dec. 18.
Choysoang	3 c	Sandbach	British str.	1242	Dec. 16	Jardine, Matheson & Co.		
Coquet	3 c	Walker	British str.	2685	Nov. 19	Mitsui Bussan Kaisha	Durban	Dec. 19.
Courtfield	3 c	Wiseman	British str.	4517	Dec. 11	Gibb, Livingston & Co.	Vancouver (B.C.)	Dec. 19.
Empress of China	4 c	Archibald	British str.	3039	Nov. 19	C. P. R. Co.	Vancouver (B.C.)	Jan. 16.
Empress of India	5 c	Beetham	British str.	3032	Dec. 16	C. P. R. Co.		
Fausang	4 c	Malkin	British str.	1410	Dec. 13	Jardine, Matheson & Co.		
Fritthjof	3 c	Anderson	Norw. str.	891	Dec. 14	Aagaard, Thoresen & Co.		
Fukura Maru	5 c	Sakamoto	Japan. str.	1948	Dec. 12	Mitsu Bishi Goshi-Kwaisha	Haiphong	Dec. 17.
Germania	3 c	Lorenzen	Ger. str.	1714	Dec. 12	Jebsen & Co.		
Glennesk	5 c	Rafferty	British str.	2274	Nov. 30	China Commercial S. S. Co.	S'pore & Calcutta	Dec. 21.
Gregory Apcar	4 c	Belsan	British str.	2961	Dec. 15	David Sassoon & Co., Ltd.	S'pore, Amoy, F'chow	Dec. 17.
Haitan	5 h	Roach	British str.	1183	Dec. 16	Douglas Steamship Co.	Haiphong	Dec. 18.
Hanol	3 c	Merlece	French str.	791	Dec. 16	A. R. Marty		
Hinsang	3 c	Smith	British str.	1537	Dec. 7	Jardine, Matheson & Co.		
Holstein	3 c	Niejahr	Ger. str.	985	Dec. 11	Jebsen & Co.	Kwongchauwan, &c.	Dec. 18.
Hue	3 c	Pannier	French str.	705	Dec. 16	A. R. Marty		
Hulchow	3 c	Forsyth	British str.	1308	Dec. 15	Butterfield & Swire		
Istok	3 c	Ticao	Aus. str.	1850	Dec. 14	Sander, Wieler & Co.	S'hai & Seattle, &c.	Dec. 24.
Iyo Maru	3 c	Thompson	Japan. str.	3618	Dec. 15	Nippon Yusen Kaisha	Shanghai	Dec. 17.
Kingsing	3 c	Leask	British str.	1223	Dec. 11	Jardine, Matheson & Co.		
Koh-si-chang	3 c	Rosiefsky	Ger. str.	1291	Dec. 12	Butterfield & Swire		
Kwangtsh	4 c	Lunt	Chi. str.	1487	Dec. 10	C. M. S. N. Co.	Shanghai	Dec. 16.
Kweilin	3 c	Hards	British str.	1072	Dec. 10	Butterfield & Swire	S'pore & London	Dec. 17.
Laertes	5 c	Riley	British str.	2904	Dec. 15	Butterfield & Swire		
Landour	6 c	Paterason	British str.	2968	Dec. 4	Dodwell & Co., Limited.		
Lienhsing	3 c	Wright	British str.	1045	Dec. 14	Jardine, Matheson & Co.	Manila	Dec. 20.
Loonsang	5 c	Payne	British str.	1092	Dec. 16	Jardine, Matheson & Co.		
Mandasan Maru	3 c	Hallstrom	Japan. str.	4451	Dec. 16	Mitsui Bussan Kaisha		
Manila	3 c	Minssen	Ger. str.	1108	Dec. 14	Melchers & Co.	Sandakan	Dec. 20.
Mausang	3 c	Houghton	Brit. str.	1643	Dec. 12	Jardine, Matheson & Co.		
Mercedes	3 c	McGregor	British str.	3100	Sept. 21	Admiralty		
Mongolia	3 c	Hathaway	Amer. str.	8760	Dec. 13	P. M. S. S. Co.	S'hai & San F'elso	Dec. 24.
Ningpo	3 c	Richards	British str.	1206	Dec. 12	Butterfield & Swire	Ningpo	Dec. 17.
Nippon	4 c	Tarabochia	Aus. str.	4017	Dec. 11	Sander, Wieler & Co.	S'hai, Kobe, Y'ham	Dec. 16.
Paklat	3 c	Wenzel	Ger. str.	1018	Dec. 9	Butterfield & Swire		
Patani	3 c	Hubner	Ger. str.	1086	Dec. 10	Melchers & Co.		
Pitsanlok	3 c	Reimers	Ger. str.	1267	Dec. 13	Butterfield & Swire		
Pronto	3 c	Seeborg	Norw. str.	838	Dec. 14	Wallem & Co.		
Schuykill	3 c	Anderson	British str.	3343	Dec. 13	Standard Oil Co.		
Shansl	3 c	Boyd	British str.	1228	Dec. 16	Butterfield & Swire		
Sicilia	7 c	Watkins	S. tra'port.	6695	Dec. 10	P. & O. S. N. Co.		
Solstad	3 c	Thorsen	Norw. str.	879	Nov. 29	Aagaard, Thoresen & Co.	Coast Ports & S'hai	Dec. 18.
Soshu Maru	3 c	Suruga	Japan. str.	1119	Dec. 14	Osaka Shosen Kaisha		
Taiwan	3 c	Martin	British str.	1042	Nov. 28	Chinese	Manila	Dec. 17.
Teau	4 c	Outerbridge	British str.	1346	Dec. 13	Butterfield & Swire		
Telemachus	3 c	Williamson	British str.	1379	Dec. 12	Chinese		
Victoria	3 c	Hillberg	Swed. str.	989	Dec. 4	Aagaard, Thoresen & Co.		
Wongkol	3 c	Reher	Ger. str.	1115	Dec. 12	Butterfield & Swire		
Woolwich	3 c	Stoker	British str.	1845	Nov. 13	Dodwell & Co., Ltd.	K'loon Dock	
Sailing Vessels.								
Livhill	2 c	Jarvis	B. 4-m. bk.	1950	Oct. 10	Standard Oil Co.		

Printed and Published for the CHINA MAIL, LIMITED, by WM. HENRY DONALD at the Office of China Mail.

Shipping.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.


PROPOSED SAILINGS OF MAIL STEAMERS FOR
MARSEILLES & LONDON,
TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Steamers to	Leave	Connecting Steamers from	Due at	Due at
Colombo	Hongkong	Marseilles & London	Brindisi (2 days earlier)	London (1 day later)
DELTA	Dec. 28	INDIA	Jan. 25	Feb. 1
DELHI	Jan. 11	MONGOLIA	Feb. 8	Feb. 15
ARABIA	Jan. 25	VICTORIA	Feb. 22	Feb. 29
DELTA	Feb. 8	MADEIRA	Mar. 7	Mar. 14
DELHI	Feb. 22	BRITANNIA	Mar. 21	Mar. 28
ARABIA	Mar. 7	MOULTON	Apr. 4	Apr. 11
DELTA	Mar. 21	through steamer	Apr. 18	Apr. 25
DELHI	Apr. 4	(calling at Bombay)	May 2	May 9
ARABIA	Apr. 18	MOLDAVIA	May 16	May 23
DELTA	May 2	MONGOLIA	June 6	June 13
DELHI	May 16	INDIA	June 14	June 21

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.
Accommodation in the connecting steamer from Colombo is arranged in Hongkong in addition to the above Mail Steamers the following—
INTERMEDIATE (Non-Transit) STEAMERS
WILL LEAVE FOR
LONDON,
CARRYING SALOON PASSENGERS AT REDUCED RATES.

Steamers	Leave	Due at
Hongkong	London	London
* SYRIA	Dec. 18	Feb. 3
* NYANZA	Jan. 1 (1908)	Feb. 17
* NILE	Jan. 10	Feb. 2
* BUNDA	Jan. 19	Feb. 11
* PALAWAN	Jan. 29	Feb. 21
* NUBIA	Feb. 12	Mar. 3
* BORNEO	Mar. 11	Mar. 27
* NOBE	Apr. 8	May 25
* SUMATRA	May 6	June 22

These Steamers call also at Singapore, Penang, Colombo, and a Malta or Marseilles.
* Carry 1st and 2nd Saloon Passengers. * Carry only First Saloon Passengers.
For further particulars, apply to
E. A. HEWETT,
Superintendent.
HONGKONG, DECEMBER 10, 1907.



OSAKA SHOSEN KAISHA.
REGULAR STEAMSHIP SERVICE
BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA
PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

THE Co.'s s.s.	For	LEAVING
* DAINI MARU, Capt. I. SAKURAI.	TAMAU, Via SWATOW AND AMOY.	SUNDAY, 22nd Dec., at 9 a.m.
* SOSHU MARU, Capt. T. SUGITA.	SHANGHAI, Via SWATOW, AMOY AND FOOSHOW.	WEDNESDAY, 18th Dec., at 9 a.m.

* These Steamers have excellent Accommodation for First and Second-class Passengers, and are fitted throughout with Electric Light. First-class Saloon Amplest.
* Taking Cargo on through Bills of Lading to all Yangtze & Northern China Ports.
For Freight, Passage and further information, apply at the Co.'s local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA, Manager.

NORTHERN PACIFIC LINE.
BOSTON STEAMSHIP CO.
CONSISTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA B.C. AND TACOMA
VIA
MOJI, KOBE AND YOKOHAMA.

Steamers	Port	Departure	To Sail
* KUMERIC	6232	Cowley	28th January, 1908.
* SHAWMUT	8636	E. V. Roberts	21st February.
* TREMONT	8636	W. W. Gerlach	17th March.
* SUVERIO	6232	W. Shotton	9th April.

* Cargo only. * Passenger accommodation.

CHEAP FARES! EXCELLENT ACCOMMODATION! ATTENDANCE AND
CULINARY ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

* The Twin-screw s.s. Shawmut and Tremont are fitted with very superior Accommodation for First and Second-Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
For further information, apply to
Dodwell & Co., Limited,
QUEEN'S BUILDINGS.
GENERAL AGENTS.

Shipping.

AUSTRIAN LLOYDS STEAM NAVIGATION COMPANY.

STEAM FOR
FIUME AND TRIESTE Direct, calling at
SINGAPORE, PENANG, COLOMBO,
BOMBAY, KARACHI, ADEN, SUZ and
PORT SAID.

(Taking Cargo at through rates to the
BRITISH, GERMAN, RUSSIAN, RED SEA,
BLACK SEA, LANT, VENICE and
ADRIATIC PORTS.)
THE Co.'s Steamship
CAPTAIN C. MAXIMOV, will be dispatched
as above on or about THURSDAY, the
26th December.
This Steamer has capital accommodation
for passengers, Electric Light and
carries a Doctor and Stewardess.
For information as to Passage & Freight,
apply to
SANDER, WIELER, & CO.,
Agents,
Prinzess Maria Buildings.
Hongkong, November 29, 1907. 1894

Notices to Consignees.
NOTICE TO CONSIGNEES.
STEAMER ARMAND BEHIC.
COMPAGNIE DES MESSAGERIES
MARITIMES.

CONSIGNEES of Cargo from London ex
s.s. *Meise* and *Charante*, from
ST. NERZEE, FRANCE, will be notified
with the above Steamer, are hereby informed
that their Goods, with the exception
of Opium, Tobacco and Valuable, are
being landed and stored at their risks
into the warehouse and/or extra
warehouse of the HONGKONG & KOW-
LOON WHARF and GODOWN COMPANY, Ltd.,
at Kowloon, whence delivery may be ob-
tained immediately after landing.
Optional Cargo will be forwarded or
any other instruction in relation to the Con-
signees before 6 p.m., To-day, requesting
it to be landed here.
Bills of Lading will be countersigned by
the Underwriter and Goods remaining
unclaimed after MONDAY, the 16th
December, at Noon, will be subject to rent
and landing charges.
All claims must be sent in to me on or
before the 15th December, or they will not
be recognized.
All damaged packages will be examined
on MONDAY, the 15th December, at
3 p.m.
No Fire Insurance has been effected.
J. MILLER,
Agent.
Hongkong, December 10, 1907. 1890

PACIFIC MAIL STEAMSHIP COMPANY.
NOTICE TO CONSIGNEES.
FROM SAN FRANCISCO, HONOLULU,
JAPAN & SHANGHAI.

CONSIGNEES of Cargo by the above-
named Vessel are hereby notified that
their Goods are being landed and
placed at their risk in the Hongkong and
Kowloon Wharf and Godown Company's
Godowns at Kowloon, where such con-
signments will be sorted out Mark by Mark and
delivery can be obtained as soon as the
Goods are landed.
This Vessel brings on Cargo—
From London, ex s.s. *Mongolia*.
From Calcutta, ex s.s. *Renali*.
From Penang, ex s.s. *B. I. S. N.* and
B. and P. S. N. Co.'s steamers.
Optional goods will be landed here unless
instructions are given to the contrary
before 6 p.m.
Goods not cleared by the 15th December,
at 4 p.m., will be subject to rent.
No Fire Insurance will be effected by me
in any case whatever.
Damaged Packages must be left in the
Godowns for examination by the Con-
signee's and the Company's representative
at an appointed hour. All Claims must be
presented within ten days of the steamer's
arrival here, after which date they cannot
be recognized. No Claims will be ad-
mitted after the Goods have left the
Godowns.
E. A. HEWETT,
Superintendent.
Hongkong, December 12, 1907. 1895

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER DELHI.
FROM BOMBAY, COLOMBO AND STRAITS.
CONSIGNEES of Cargo by the above-
named Vessel are hereby informed that
their Goods are being landed and
placed at their risk in the Hongkong and
Kowloon Wharf and Godown Company's
Godowns at Kowloon, where such con-
signments will be sorted out Mark by Mark and
delivery can be obtained as soon as the
Goods are landed.
This Vessel brings on Cargo—
From London, ex s.s. *Mongolia*.
From Calcutta, ex s.s. *Renali*.
From Penang, ex s.s. *B. I. S. N.* and
B. and P. S. N. Co.'s steamers.
Optional goods will be landed here unless
instructions are given to the contrary
before 6 p.m.
Goods not cleared by the 15th December,
at 4 p.m., will be subject to rent.
No Fire Insurance will be effected by me
in any case whatever.
Damaged Packages must be left in the
Godowns for examination by the Con-
signee's and the Company's representative
at an appointed hour. All Claims must be
presented within ten days of the steamer's
arrival here, after which date they cannot
be recognized. No Claims will be ad-
mitted after the Goods have left the
Godowns.
E. A. HEWETT,
Superintendent.
Hongkong, December 12, 1907. 1895

EAST PRAYA RECLAMATION SCHEME.
AS PROPOSED TO THE HONGKONG GOVERNMENT AND THE MARINE LOT-HOLDERS BY SIR PAUL O'HATER.
The Full Details Printed in Pamphlet Form
Copies may be had at CHINA MAIL OFFICE & QUEEN'S ROAD CENTRAL.
Price 6d. Centa each.

A CONCESSION TO "TOMMY."

An important concession to the soldier is announced in the special Army Orders of Nov. 7. The missing allowance of 3d. a day (in addition to pay), which is intended to enable the soldier to supplement his ordinary ration by the purchase of groceries and other "extras," and is at present granted only after the completion of six months' service, is in future to be given immediately on enlistment. Serving soldiers with less than six months' service on Nov. 1 will also draw the allowance from that date.

MONEY IN DUST.
A Queer Trade.
Who ever heard, asks the compiler of the Ochi Koshi column in the "Japan Times," of a man who obtains a livelihood by collecting and selling dirt and mud? There is a man named Uonoko Yamamoto, aged 35, whose daily avocation it has been since he was 14 years, and will be for the rest of his life, to gather all the dust which is left in the Kamoo Temple in Asakusa by thousands of visitors who daily repair thither to worship, and sell it at a high price. He never lacks patrons or purchasers of this particular dust, it being used for the purpose of making incense at the hands of geisha and other fashionable characters who are more or less characterised with strong superstition. What do they do with the dust? They sprinkle it over small patches of ground just in front of their houses or other suitable places, the idea being somewhat of a paradoxical nature; for they consider that the spot is hallowed by this sacred dust taken from the feet of devout pilgrims and consequently brings in many blessings and prosperity. Naturally enough the man handles the dust as he does sugar or salt and never regards it as "cheap as dirt," for it supports both himself and his family quite comfortably. The best part of his business is that the more the rest of the world suffers from the "hard times," the more prosperous his business grows.

The Earl of Rosslyn, recently divorced from his wife in the Scotch Courts, was on 11th inst. co-respondent in a suit in which Captain Frederick John Saunders, Royal Marine Light Infantry, successfully petitioned for the dissolution of his marriage.
A lady, apparently of German origin, with a real or an assumed title, has just been arrested under rather mysterious circumstances by Paris detectives, on a charge of misappropriation of jewels. She seems to have travelled much, and is said to have just come to Paris after a tour through India, China, and Japan, and to have been previously all round the world. The detectives had been following her for some time, and she was known to have had in her possession several fine jewels, each of which is said to be worth a fortune.

Dentistry.
DR. HARRY FONG,
AMERICAN TRAINED DENTIST.
ELECTROCAL AND Latest Improved Appliances.
51, QUEEN'S ROAD CENTRAL.
15:9

S. I. N. T. I. N. G.
Surgeon Dentist,
No. 14, D'ARVILLE STREET.
TERMS VERY MODERATE
Consultation Free.

J. J. J. J. J.
F. F. F. F. F.

SOLE AGENTS.
W. G. HUMPHREYS & CO.
BANK BUILDINGS.
Hongkong, May 15, 1906. 1024

PEAK TRAMWAYS COMPANY, LIMITED.
TIME TABLE.
WEEK-DAY.
2.00 a.m. to 2.30 a.m. Every 30 minutes.
2.30 a.m. to 3.00 a.m. Every 30 minutes.
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A SMALL RIOT IN CANTON.

Some time ago the residents who lived near the South gate of Canton petitioned the chief of the police in order that the temple of the Two Emperors—the Man Mo temple—should be taken in hand and transformed into a market. This was done, and apparently there was no opposition from priests or idol worshippers. When the building was completed, those in the vicinity, who had been accustomed to have their stalls in the open streets and sell fish and vegetables, were ordered to take down their stalls and occupy those that had been arranged for them in the new market. Presumably, there would be some rent to pay.

It was pointed out that the selling of fish in the open streets was very inconvenient, because the streets were very narrow, and further that the small from these commodities was very disagreeable. But the hawkers did not see the situation in this light. They therefore refused to leave their stalls in the open streets and before they could be pulled down and destroyed, the next day the police went forth and pulled down the stalls as they stood, and the timber and the bricks, and the things that were there for sale were left in heaps upon the ground. The men were then driven into the new market in a crowd. They then thought themselves of the course they would follow, and when on the following day they were again compelled to go into the new market, at a given signal, they began to pull down their stalls, and before they could be stopped and quelled, they had destroyed much of the woodwork of the new building. Then some of the rioters found no sympathy with the neighbors for they were in sympathy with the market that they might have a cleaner and a wider street. Hence those who made the opposition got nothing for their pains except that the rioters would probably get a taste of the bamboo and then enjoy the restfulness of the Victoria's prison. As for the others, they are told in a few words that they are "stupid" and know nothing, and further, have been warned that if there is any more of this kind of opposition shown by them, they themselves will find such conduct not conducive to their personal happiness. Another explanation has been issued, and meanwhile the carpenters have been invited to repair the building.

WEATHER REPORT.

The following notice is issued by Mr. Figg of the Hongkong Observatory:—
On the 16th at 11.55 a.m.—The barometer has risen moderately to slightly over Japan and N. China respectively.

The anticyclonic area remains over the continent to the North of the Yangtze, and conditions continue rather steep along the China coast.

Very strong monsoon will continue to prevail in the Formosa Channel and the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.02 inches.

Forecast for the 24 hours ending at noon to-morrow.

FORECAST DISTRICT.

1.—Hongkong and Neighbourhood: N. to N.E. winds, fresh; fair.
2.—Formosa Channel: N.E. winds, strong.
3.—South coast of China between Hongkong and Amoy: Same as No. 1.
4.—South coast of China between Hongkong and Hainan: Same as No. 2.

To-day's Advertisements

TO-NIGHT.

MONDAY, 16th DECEMBER, 1907, at 8.30 p.m.

HONGKONG CINEMATOGRAPE.

OPPOSITE THE CENTRAL MARKET.

For a Few Nights Only.

THE TROUPE OF MISS ADALA.

with the assistance of LA BELLE DONA.

Comical, Dramatic and Acrobatic Scenes.

Never witnessed in Hongkong before.

PRICES OF ADMISSION:

First-Class \$1.00

Second 50

Third 25

Hongkong, December 14, 1907. 1906

PUBLIC AUCTION.

The Undersigned has received instructions to sell by Public Auction,

on

SATURDAY,

the 21st December, 1907, commencing at 3.30 p.m., at his Sales Rooms,

DODDLE STREET,—

A QUANTITY OF

GOLD AND SILVER WARE,

comprising—

GOLD SERVICE LARNS, STAFFS, WATCH CHAINS, BROOCHES, LOCKETS, BRACELETS, &c., &c.

SILVER TEA SETS, BEERS, CUPS, GLASS AND CHAMBERLAIN CASES, BUTTER DISHES, &c., &c.

And—

A FEW ROLLS CANTON SILK.

On View from Friday, (p.m.) the 20th December, 1907.

GEO. P. LAMBERT,

Auctioneer.

Hongkong, December 16, 1907. 1907

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

GREGORY APAR,

Captain S. H. Beeson, will be despatched for the above Ports on SATURDAY, the 21st inst., at 3 p.m.

For Freight or Passage, apply to

DAVID SASSOON & Co., Ltd.,

Agents.

Hongkong, December 16, 1907. 1907

NOTICE TO CONSIGNEES.

FROM SHANGHAI, YOKOHAMA, KOBE AND MOI.

THE Steamship Gregory Apar having arrived from the above Ports, Consignees or Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense into the harbour and for extra handling Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., Ltd.,

Agents.

Hongkong, December 16, 1907. 1907

To-day's Advertisements

WANTED.

TO EXCHANGE one "Oliver" Typewriter, in excellent condition, for one "Smith Premier" Typewriter, which must be in as equally good condition as the "Oliver."—APPLY,

Typist,

c/o CHINA MAIL OFFICE.

Hongkong, December 16, 1907. 1906

NOTICE.

IN consequence of the CLOSING of the

GERMAN SCHOOL, the Committee of Management of Union Church is prepared to consider applications for renting the CHURCH HALL for Educational or similar purposes.

Hongkong, December 16, 1907. 1906

WE HAVE JUST UNPAKED A SHIPMENT OF

RANSOME'S

LAWN MOWERS.

12 inch and 14 inch.

A. S. WATSON & Co., LIMITED,

ALEXANDRIA BUILDINGS.

Hongkong, November 29, 1907. 1903

NOTICE TO MARINERS.

No. 307 (Special).

CHINA SEA.

SHANGHAI DISTRICT.

RUGGED ISLANDS.

ESTABLISHMENT OF S. W. HER LIGHT.

REPLYING to Notice to Mariners No. 250 (S.P.C.M.) & NOTICE is hereby given that the Light on S. W. Horn was exhibited for the first time at Sunset on the 8th December, 1907.

The illuminating apparatus is Diaphane, consisting of the Sixth Order, showing a fixed White and Red Light varied by a single eclipse every 20 seconds, thus:—

Light 10 seconds

Darkness 10 "

The Light, which is situated on the western summit of the island known as S. W. Horn, will show White, except over the Rugged Islands between the bearings of S. 8° W. and N. 62° W., where it will show Red. It is elevated 93 feet above the level of the sea. In clear weather, the White Light should be visible for a distance of 15 miles and the Red for a distance of 10 miles. Between the bearings of N. 31° W. and N. 34° W. the White Light is obscured by land.

Bearings are Magnetic and from Seaward: The Lantern surmounts the dwelling, which is 13 feet high. The total height from base to lantern vane is 23 feet. The building is painted White.

A gun fog signal will be established at the station at a later date.

Approximate position:—

Latitude 3° 35' 38" N.

Longitude 121° 27' 58" E.

W. FRED. TYLER,

Coast Inspector.

Coast Inspector's Office,

Shanghai, December 10, 1907. 1903

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANÇAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

SALAZIE,

Captain AILLAND, will be despatched for the above ports on or about MONDAY, the 23rd December.

J. MILLET,

Agent.

Hongkong, December 16, 1907. 1904

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Chartered Steamship Itok, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk, into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whose delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Undersigned before Noon, on the 22nd December, 1907, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 22nd December, 1907, will be subject to rent.

Bills of Lading will be countersigned by SANDER, WHEELER & Co.,

Agents.

Hongkong, December 16, 1907. 1902

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

NOTICE TO CONSIGNEES.

THE Steamship

MANILA,

having arrived, Consignees of Cargo are hereby informed that their Goods—with the exception of Opium, Treasures and Valuables—are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., Ltd.,

Agents.

Hongkong, December 16, 1907. 1903

NOTICE TO CONSIGNEES.

FROM SHANGHAI, YOKOHAMA, KOBE AND MOI.

THE Steamship Gregory Apar having arrived from the above Ports, Consignees or Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense into the harbour and for extra handling Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., Ltd.,

Agents.

Hongkong, December 16, 1907. 1907

WHY SUFFER FROM RHEUMATISM.

Do you know that rheumatic pains can be relieved by Chamberlain's Pain Balm?

It will give you relief from pain and will take rest and sleep possibilities for sale by all chemists and druggists.

Chamberlain's Pain Balm.

Chamberlain's Pain Balm.

Chamberlain's Pain Balm.

Chamberlain's Pain Balm.

Chamberlain's Pain Balm.

Chamberlain's Pain Balm.

Chamberlain's Pain Balm.

Chamberlain's Pain Balm.

Chamberlain's Pain Balm.

Chamberlain's Pain Balm.

Chamberlain's Pain Balm.

To-day's Advertisements

LOST.

AN ABERDEEN TERRIER, Answering to the name of "KARAOAL." Finder will be suitably rewarded on returning to "TAIKOU" House, The Peak, Hongkong, December 14, 1907. 1901

SHIPPING.

ARRIVALS.

December 14.

Itok, Austrian str., 1,850, M. Tien, Bombay and Singapore Dec. 8, General.

SANDER, WHEELER & Co.

Quai Diederichsen, German steamer, 774, T. Kayser, Haiphong Dec. 12, and Hoihow 13, Rice and General.—Jensen & Co.

Shanghai Dec. 11, General.—Jensen & Co.

December 15.

Itok, Austrian str., 1,850, M. Tien, Bombay and Singapore Dec. 8, General.

SANDER, WHEELER & Co.

Quai Diederichsen, German steamer, 774, T. Kayser, Haiphong Dec. 12, and Hoihow 13, Rice and General.—Jensen & Co.

Shanghai Dec. 11, General.—Jensen & Co.

December 16.

Itok, Austrian str., 1,850, M. Tien, Bombay and Singapore Dec. 8, General.

SANDER, WHEELER & Co.

Quai Diederichsen, German steamer, 774, T. Kayser, Haiphong Dec. 12, and Hoihow 13, Rice and General.—Jensen & Co.

Shanghai Dec. 11, General.—Jensen & Co.

December 17.

Itok, Austrian str., 1,850, M. Tien, Bombay and Singapore Dec. 8, General.

SANDER, WHEELER & Co.

Quai Diederichsen, German steamer, 774, T. Kayser, Haiphong Dec. 12, and Hoihow 13, Rice and General.—Jensen & Co.

Shanghai Dec. 11, General.—Jensen & Co.

December 18.

Itok, Austrian str., 1,850, M. Tien, Bombay and Singapore Dec. 8, General.

SANDER, WHEELER & Co.

Quai Diederichsen, German steamer, 774, T. Kayser, Haiphong Dec. 12, and Hoihow 13, Rice and General.—Jensen & Co.

Shanghai Dec. 11, General.—Jensen & Co.

December 19.

Itok, Austrian str., 1,850, M. Tien, Bombay and Singapore Dec. 8, General.

SANDER, WHEELER & Co.

Quai Diederichsen, German steamer, 774, T. Kayser, Haiphong Dec. 12, and Hoihow 13, Rice and General.—Jensen & Co.

Shanghai Dec. 11, General.—Jensen & Co.

December 20.

Itok, Austrian str., 1,850, M. Tien, Bombay and Singapore Dec. 8, General.

SANDER, WHEELER & Co.

Quai Diederichsen, German steamer, 774, T. Kayser, Haiphong Dec. 12, and Hoihow 13, Rice and General.—Jensen & Co.

Shanghai Dec. 11, General.—Jensen & Co.

December 21.

Itok, Austrian str., 1,850, M. Tien, Bombay and Singapore Dec. 8, General.

SANDER, WHEELER & Co.

Quai Diederichsen, German steamer, 774, T. Kayser, Haiphong Dec. 12, and Hoihow 13, Rice and General.—Jensen & Co.

Shanghai Dec. 11, General.—Jensen & Co.

December 22.

Itok, Austrian str., 1,850, M. Tien, Bombay and Singapore Dec. 8, General.

SANDER, WHEELER & Co.

Quai Diederichsen, German steamer, 774, T. Kayser, Haiphong Dec. 12, and Hoihow 13, Rice and General.—Jensen & Co.

Shanghai Dec. 11, General.—Jensen & Co.

December 23.

Itok, Austrian str., 1,850, M. Tien, Bombay and Singapore Dec. 8, General.

SANDER, WHEELER & Co.

Quai Diederichsen, German steamer, 774, T. Kayser, Haiphong Dec. 12, and Hoihow 13, Rice and General.—Jensen & Co.

Shanghai Dec. 11, General.—Jensen & Co.

December 24.

Itok, Austrian str., 1,850, M. Tien, Bombay and Singapore Dec. 8, General.

SANDER, WHEELER & Co.

Quai Diederichsen, German steamer, 774, T. Kayser, Haiphong Dec. 12, and Hoihow 13, Rice and General.—Jensen & Co.

Shanghai Dec. 11, General.—Jensen & Co.

December 25.

Itok, Austrian str., 1,850, M. Tien, Bombay and Singapore Dec. 8, General.

SANDER, WHEELER & Co.

Quai Diederichsen, German steamer, 774, T. Kayser, Haiphong Dec. 12, and Hoihow 13, Rice and General.—Jensen & Co.

Shanghai Dec. 11, General.—Jensen & Co.

December 26.

Itok, Austrian str., 1,850, M. Tien, Bombay and Singapore Dec. 8, General.

SANDER, WHEELER & Co.

Quai Diederichsen, German steamer, 774, T. Kayser, Haiphong Dec. 12, and Hoihow 13, Rice and General.—Jensen & Co.

Shanghai Dec. 11, General.—Jensen & Co.

December 27.

Itok, Austrian str., 1,850, M. Tien, Bombay and Singapore Dec. 8, General.

SANDER, WHEELER & Co.

Quai Diederichsen, German steamer, 774, T. Kayser, Haiphong Dec. 12, and Hoihow 13, Rice and General.—Jensen & Co.

Shanghai Dec. 11, General.—Jensen & Co.</